YUKON MINING REGULATIONS
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VOL. LXXIX.--NO 63 VICTORIA BRITISH COLUMBIA, TUESDAY FEBRUARY 22 1898 FORTY-FIRST YEAR

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300 Doz. Alaska Stockings
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New Lines of Underwear
.....FOR THE KLONDIKE TRADE.
Also Fur Coats, Caps and Sleeping Bags
.....AT ARTHUR HOLMES',
78 Yates Street, Corner Broad, Victoria.

Klondike Outfits
Given Special Attention at
DIXI H. ROSS & CO.,
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WILSON BROS.
Wholesale Grocers...
Have the largest and best selected stock in the city of
Provisions, Groceries, Tools, Cooking Utensils, Tents, Etc
We have had large experience as to what goods are required and how to pack them so that they may arrive at their destination in good order.
8 and 10 Yates Street, 76 and 79 Wharf St. VICTORIA, B.C.

If You
Are going to the Klondike
provide yourself with one of the patent
MAN'S PACK SADDLE and SLED HARNESS.
These Pack Saddles and Sled Harnesses are light and durable and always ready for use, in fact overcome all difficulties of an ordinary pack strap, or other saddles and sled harnesses. For sale by
E. J. SAUNDERS & CO.,
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HIGH LIFE CIGARETTES.
3 P'K'GS FOR 25c.
AT E. A. MORRIS'.

Repeat Orders
From all the returned miners who bought their outfits from us last season . . .
The Finest Goods . . and the Best Packed
Is what they tell us. THE OLDEST OUTFITTERS ON THE CONTINENT
HUDSON'S BAY CO.

Compressed Klondike Horse Feed
Patent applied for. This feed consists of Cut Hay, Crushed Oats and Corn, thoroughly mixed in proper proportion and compressed into bales measuring 11x18x18, and weighing 100 pounds. Indispensable for use on the Trails. Call and inspect. Manufactured only by.....
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Goods and Merchandise of every description insured against loss by fire. Marine Risks covered. . . . . .
Life, Accident and Boiler Insurance in the best offices. Klondike Risks accepted. Miners' Outfits insured. . . .
Loans and Mortgages negotiated. Estates managed and Rents collected. Debentures bought and sold.
GENERAL FINANCIAL AGENTS.

KLONDYKERS—You want a good furnished room. We have them to suit all, with or without board. Victoria Rental Agency, 60 Yates street. j19

KLONDYKE dog food, especially prepared manufactured by the Brackman & Ker Milling Co., and for sale at their warehouse and at all grocers. j30

FOR SALE—Horses, carriages, harness, etc; also, to let, stable, No. 4 Broad St. Apply to J. A. McDowell, at Simon Leiser & Co. fe9

CARLOAD of Klondike horses for sale at Victoria Transfer Co.'s Stables, Broughton street. ja27

LATELY FROM THE EAST—Mrs. C. F. Winder will give lessons in music to a few select pupils; piano organ and pipe organ. For terms, etc, apply or address Room 1, Belmont Building, 60 Yates street. fl3

Get Our . . .
Miners' Medicine Chests
WITH
Medical Guide . . .
BOWES & CO., Chemists.
100 Government Street Near Yates Street.....

OFFICES to let; Board of Trade building; all modern conveniences; low rent. Apply to secretary. f22

WANTED—A waitress at 51 Yates st, at Steitz's restaurant. f22

AUCTION

I am instructed to sell without reserve at Salerooms, Douglas street on

WEDNESDAY, FEBRUARY 23rd

AT 2 O'CLOCK,

Parlor, Dining Room, Bedroom, Kitchen

FURNITURE

Sewing Machine, Three Cook Stoves, Etc.
Terms Cash.
W. T. HARDAKER, Auctioneer.

New Advertisements

On and after this date all New Advertisements will be found on Page 2, and all small advertisements such as Wanted, etc., will be found under their proper classification on same page. feb 15

EXCITED SOLDIERS.

United States Troops From Idaho Agitated Over Removal to the Coast.

FORT SHERMAN, IDAHO, Feb. 19.—The troops here were startled to-day by an order to put Company H, Sixteenth infantry, in readiness for early departure to Fort Stevens, there to take station. The company will probably leave here within the next twenty-four hours. Indications point to the early transfer of the headquarters of the Sixteenth infantry to Vancouver Barracks. There is unusual activity in army circles, but great secrecy is observed. Army officers here believe that all posts in or near the coast will be garrisoned heavily in the near future, pending the settlement of international complications.

A PORT SIMPSON LINE.

C.P.N. Will Run Steamers Direct From the Coast Up the Stikine.

This Will Avoid Any Necessity For Trans-shipping at a United States Port.

The numerous attempts that have been made unfairly to injure Canadian shipping trade with the North has had the effect of making the C.P.N. Company consider some plan by which people bound for the Yukon can be altogether independent of Wrangel in taking the Stikine route. The company has come to the decision that they will put on a line of steamers as soon as navigation on the river opens, to run from Port Simpson direct up the Stikine and to tranship their goods just across the boundary line in Canada. The navigation of the Stikine, as is well known, is as free to Canadians as to United States people, treaty rights securing the privilege to Canadians, through the strip of Alaska at the mouth of the river.

The plan which the company intend carrying out is neither new nor novel, for several years ago a steamer ran from Port Simpson right up the Stikine to the Canadian line. The steamer was the Western Slope, and in 1878, when the United States began to show a somewhat similar spirit to what they are doing now of trying to prevent Canadian vessels doing any of the carrying trade. The steamer ran on the Stikine for two seasons and by following the same plan this year a great deal of the trade now going to Wrangel, Dyea and Skagway will be diverted to Port Simpson, which will build up rapidly. Then by the next year there will be a railway line from a Canadian coast point to the Yukon direct, and the Americans will decidedly wish they had been a little fairer and not forced Canada in self defence to take such steps as will turn the whole traffic to the Canadian coast to the destruction of the United States ports.

The vessels the C. P. N. intend to utilize are the R. P. Rithet, Yosemite and some others.

THE DREDGING POTLATCH.

Mercier the Middleman for a Rich United States Syndicate.

MONTREAL, Feb. 19.—Joseph A. Mercier, a brother of the late premier, backed by immense capital, has just concluded a deal with the government by which he has the sole right to dredge 280 miles of rivers in the heart of the Klondike district. Mercier says the men interested are mostly New Yorkers and that American capital will control fully two-thirds of the undertaking.

BADLY BROKEN UP.

Misadventure of Swell English Outfit Bound for the Klondike.

MONTREAL, Feb. 19.—Thirteen young Englishmen, under the leadership of Viscount Avonmore left here on December 13th last for the Klondike. Since their departure they have had all kinds of bad luck. From Montreal they proceeded to Edmonton, N. W. T. A few days after their arrival there Captain Allyne died of pneumonia. Dr. Hoops, another member of the party, fell and badly sprained his ankle a few days later. Then Captain Powell, while on a short trip into the country, had his feet badly frozen. Another one broke his arm. Another was arrested at the instance of Captain O'Brien on a charge of embezzlement.

Captain O'Brien, who had assumed leadership of the party, was arrested on a charge of assault for attempting to stab a man in his employ. The captain has just been bound over to keep the peace and the party is broken up.

The company took 75 cases of champagne as part of its outfit.

DOUBLE DROWNING.

Two Men Lose Their Lives in Trying to Take Off Mail for Ganges Harbor.

NANAIMO, Feb. 21.—(Special)—Mr. George H. Hadwen, of Duncan's, arrived on the noon train to-day and reported a sad drowning accident at Ganges Harbor, Salt Springs Island. On Saturday afternoon a man named Scott and another man whose name Mr. Hadwen did not learn, of Ganges Harbor, left for Vesuvius Bay in a rowboat to receive mail from the steamer City of Nanaimo, which left Nanaimo on Saturday in a rough gale. The first trace of the upsetting of the rowboat was learned at Cowichan yesterday afternoon, when several letters for the inhabitants of Ganges Harbor were found strewn along the beach. The bodies of the two men have been found and an inquest is being held at Salt Springs Island this afternoon, Dr. Foote and provincial Constable J. Maitland Dougall in charge.

Another despatch received in Victoria yesterday gives the names of the victims as Harold Wilfrid Scott and Frederick Smedley. Scott was an Englishman of means, about 26 years old, who was engaged in farming with his brothers on Salt Spring island. Smedley was employed by them and was about 21. The bodies have been recovered.

The Queen.

LONDON, Feb. 19.—A confirmation of Her Majesty's excellent state of health is found in the official announcement that it is her intention to personally receive the presentees at the first drawing room of the season on February 26th.

THE CHINESE LOAN.

Preliminary Contract Actually Signed and British Money to Be Taken.

LONDON, Feb. 19.—The Saturday Review confirms the report that the Chinese loan will after all be made by Great Britain, and says: "We are informed that the preliminary contract has actually been signed. Delay in the fulfillment is caused by the Chinaman's joy in dallying over the bargain."

The Foreign Office does not confirm the statement of the Saturday Review.

MR. GLADSTONE.

The Aged Statesman's End Believed to Be Very Near at Hand.

LONDON, Feb. 19.—It is said Mr. Gladstone is coming home to die. A traveller who saw his departure from the Rivera and his arrival at Calais, reports a striking change in the old statesman's appearance. Arrangements had been made at Calais to carry his chair from the train to the hotel, but Mr. Gladstone was determined to walk the distance and was carefully assisted down the steps, and, leaning on the arms of two gentlemen, he slowly tottered to the hotel.

MAY FIGHT FRANCE.

The Possible Result of Encroachment on British Territory in Africa.

LONDON, Feb. 19.—The Standard this morning, commenting editorially on the news from West Africa, says: "The dispatches read by Mr. Chamberlain are of the very gravest importance. A French officer has established with a large force a station at a place we regard as within our sphere. It must be recognized that the time has arrived to face the situation. The prospect is serious, but no French cabinet can venture to purchase peace by abandoning what is considered an unimpeachable right."

COPYRIGHT EXTENSION.

Imperial Legislation in This Direction—Liability of Company Promoters.

LONDON, Feb. 19.—Two bills which have been introduced in the House of Lords, and which will undoubtedly become laws, have excited much interest. One of them proposes to make an authorized translation an infringement of a copyright, and extends the copyright to lectures and sermons with the power to forbid newspaper representatives to print them.

In addition, the bill provides that magazine authors are the owners of the copyright of their articles after three years, and novelists are protected from dramatization.

The other bill provides for the reform of company promoting, making directors, promoters, etc., liable for loss arising from false statements, and also providing a penalty of imprisonment for a term not exceeding two years.

THE "MAINE" HORROR.

Evidence That the First Shock Was Not from Without—The Second Explosion.

HAVANA, Feb. 19.—Captain Sigsbee of the Maine in his account of the disaster thus refers to the second explosion: "I did not notice the rain of debris described by Lieut. Blandin and others who were on deck at the time of the first explosion. But I did observe the explosion of the fixed ammunition, and wonder that more were not hurt thereby. Without going beyond the limits of what was proper in the harbor of a friendly power, I always maintain precautions against attack, and the quarter-watch was ordered to have ammunition for the smaller guns ready to hand, so that, in the improbable event of an attack on the ship, it would have been found ready. It was this ammunition which exploded as the heat reached it."

MADRID, Feb. 19.—A despatch received to-day from Rear-Admiral Mantero, the Commander of Havana, says that proofs exists in the facts that no dead fish came to the surface after the explosion that wrecked the Maine, and that when the disaster occurred there was not the slightest upheaval of the water, that the explosion was not submarine.

NEW YORK, Feb. 19.—The World says: Lieut. J. J. Sobria, naval attache of the Spanish legation at Washington City, was in this city yesterday co-operating with the authorities in preparing for the safety of the Viscaya during her stay in this port.

Lieutenant Sobria was asked for his opinion as to the explosion on the Maine. His reply was:

"I know the cause of the explosion; it was the result of an explosion inside the ship which took place in one of the forward magazines. The fact of the matter is that the discipline and watch observed on the ship was very lax."

NEWS OF THE CAPITAL.

Canadian Yukon Trade Reservation for British Ships Said to Be Unworkable.

Hamilton Smith Syndicate's Offer Discussed—Foreign Vessels in Canadian Waters.

(From Our Own Correspondent.)

OTTAWA, Feb. 21.—Government organs state that the regulation requiring that Canadian goods for Yukon in order to escape the payment of customs duty must be carried in British bottoms, is likely to be withdrawn owing to being unworkable.

Wm. Ogilvie leaves for England tomorrow on three months' leave of absence. He will lecture on the Yukon country. His son, Morley Ogilvie, who was with Mr. Jennings last year, will lead the Gold Hills Exploration Company's party to Yukon. He will receive a salary of $3,000 a year from the company and his expenses, besides an interest in the company.

In the house to-day Mr. Davin was informed that no Indian title exists in the Yukon so far as the government is aware.

Sir Hibbert Tupper was told that the government does not consider it expedient to make any statement now regarding the right to regulate the passage of foreign vessels through the territorial waters of Canada en route to and from Alaska.

Mr. Clarke Wallace was informed that the customs collections in the Yukon to date this year is $83,834.

Mr. Martin was told that the government does not consider it advisable to insist upon Canadian labor only being employed on the Stikine-Teslin railway as the matter is too urgent.

Mr. Sifton said the recent negotiations at Washington were unofficial but without prejudice to Canadian claims to territory at the head of Lynn Canal.

The Lewis River railway and the Kettle River Valley railway bills received their second reading to-day.

The debate on the second reading of the Yukon bill will last into next week. To-day's speakers were McClure, of Colchester, Maclean, of York, Fraser, of Guysboro, and Hon. Mr. Paterson. There was much mention of Hamilton Smith's offer, which is to build a railway from Pyramid Harbor to Rink Rapids, 288 miles for 6,400 acres per mile, or by the Stikine route for 1,000,000 acres, on the same general terms as the provisional contract with Mackenzie & Mann, but without the right of lateral or end extension of blocks of land. Mr. Paterson said he was induced to believe that the offer was a genuine one.

Public opinion here commends Premier Turner for his telegram to Sir Wilfrid Laurier in favor of the Stikine-Teslin railway being completed as early as possible to Fort Simpson. The impression is general that Canada will not be secure until she obtains an absolutely all-Canadian route.

Senator Macdonald has been appointed chairman of the Senate committee on standing orders.

A great company is projected to embark in the business of manufacturing nickel steel in Canada. Several multimillionaires are among the incorporators.

The exports increased $4,000,000 last month.

A list of ports has been issued at which petroleum may be imported in tank ships. The privilege is not yet extended to any British Columbia ports.

The fee for a permit to prospect for coal is fixed at $10.

Squire Bancroft, the famous actor, gave a reading here on Saturday night in the interest of local charities.

PREMIER HARDY'S EQUIPMENT.

Said to Have Raised a Hundred Thousand as a Campaign Fund.

TORONTO, Feb. 19.—(Special)—The provincial election campaign is in full swing here and a hot time is on for the next ten days. The nominations take place on Tuesday next, and there will be few, if any, acclamations. The Conservatives express great confidence in the result. The Mail says Premier Hardy has raised a campaign fund of $100,000.

The Wires.

The telegraph lines were in trouble yesterday until late in the evening, so that a great part of the COLONIST report could not be handled and this page is largely occupied with news received in the mails.

To Cure a Cold in One Day.
Take Laxative Bromo Quinine Tablets. All druggists refund the money if it fails to cure. 25 cents. x

SIMON LEISER & CO.
Wholesale Grocers and Importers
KLONDYKE OUTFITTERS
We Carry the Largest Stock of Groceries in the Province of British Columbia.
We are sole agents for.....
Ames' Vegetable Pemican A Delicious Food. Prepared in 5 Minutes. Put Up In Cans.
Evaporated to the least possible bulk, it is easy to transport
Vegetable Soup made from Pemican in less than 5 minutes. Always ready for instant use as soon as you have boiling water.
All goods sold by us will be carefully put up in packages suitable for transportation on boats, sleighs or pack animals. We are sole agents for the best PATENT PORTABLE YUKON HOUSE and CAMP BED—both of the latest invention, and are prepared to sell them at a reasonable price. All papers for free entry of outfits into the Klondyke required by customs authorities prepared by us free of charge.
SIMON LEISER & CO., VICTORIA, B.C.

ATHLETE AND SWEET CAPORAL
10 CENTS PER PACKET.
CIGARETTES
—AT—
H. L. SALMON'S, LEADING TOBACCONIST
Salmon Block, Victoria, B.C.

"To drink a tea that is perfection after using ordinary kinds surprises most people and may surprise you." Try Blue Ribbon

CANADA TO BE FORCED.

Sub-Ports of Dyea and Skagway to Be Closed Unless Certain Concessions Are Made.

Miners' License Regulation the Subject of This Special Protest From Washington.

NEW YORK, Feb. 21.—A Washington despatch to the Sun says: The state department, upon the recommendation of Secretary Gage, has decided to employ strong measures of retaliation against Canada unless the Ottawa government shall consent to modify the regulations affecting the issue of miners' licenses in Alaska. It is expected that a communication on the subject will be sent to the Canadian cabinet to-morrow by the department.

Secretary Gage says that the new subports of Dyea and Skagway were established last year for the purpose of extending better accommodation to foreign shipping, and especially British. American ship owners did not need these subports, since American vessels engaged in the coasting trade do not need to use a particular port at which to enter their cargoes. In view of this courtesy, extended mainly for the benefit of Canadians, Secretary Gage regards Canada's regulations affecting miners' licenses as ungenerous and unreasonable. The state department, it is expected, will represent to the Canadian government that unless the regulations shall be modified, the subports of Dyea and Skagway will be abolished by the treasury department.

MR. MULOCK'S ATONEMENT.

He Offers His Fortune to Repay Losses Through His Company's Collapse.

TORONTO, Feb. 21.—(Special)—At a meeting of the shareholders of the defunct Farmers' Loan and Savings Company to-day, a letter was read from Mr. Mulock offering to pay every cent within his means of his liability to the creditors of the company.

DOUBTFUL QUALIFICATION.

Member of Parliament Must Prove Up to Retain Seat in City Council.

MONTREAL, Feb. 21.—(Special)—Proceedings have been begun for the purpose of depriving Ald. Beausoleil of his seat in the city council as representative of the East ward, on the ground of lack of proper qualification. Beausoleil is the member for Berthier in the federal parliament.

A THREAT TO FRANCE.

If She Desires War With England Her Wish Will Doubtless Be Gratified.

LONDON, Feb. 21.—The Times, commenting editorially on the news from Sokoto, says it cannot credit the report, and reproves the levity of the press regarding a grave situation. "The presence of a French force at Argungu," the Times declares, "would be so flagrant a breach of any possible construction of the Anglo-French treaty at Bussuah that nothing but its immediate withdrawal could avert the most deplorable consequences."

Other papers publish articles urging Lord Salisbury to intimate plainly that Great Britain's limit of "Squeezeability" has been reached.

The Morning Post says if France is really making deliberate plans to annex British territory by military occupation this can only imply that she desires war with England. In that case her wish will doubtless be gratified.

THE MAINE INQUIRY.

Testimony Will Be Kept Private Until Finding Is Announced—This "Only Fair to Spanish Government."

HAVANA, Feb. 21.—The board of inquiry into the Maine disaster met on the lighthouse tender Mangrove at 10 o'clock this morning. Captain Sigsbee, the commander of the Maine, was the first witness called. He was under examination until 1 o'clock this afternoon, when an adjournment was taken. It is probable that no further witnesses will be heard, but the board will make careful personal examination of the wreck, near which the Mangrove is anchored.

Captain Sampson, the president, gives out the following: "Owing to the delicate situation, the board has decided to make nothing whatever public. I do not know what testimony may develop, and it is only fair to the Spanish government not to tell the public the testimony until all has been received and the findings have been considered. Due care will be taken for the rigid enforcement of this rule and all stories purporting to come from the court should be set down as false."

"MY PAINS ARE BANISHED."

"I Heard of Paine's Celery Compound, Used It and It Worked Wonders.

These Statements Are Made by Mr. R. McMullen, Camden, N. S.

Proof that the Marvellous Compound Cures When All Other Medicines Fail to Give Results.

Give It a Trial Sufferer, It Will Surely Meet Your Case.

WELLS & RICHARDSON CO.,

DEAR SIRS:—For over four years I have been in poor health, and received treatment from two doctors besides using seven kinds of patent medicines. I also sent to NEW YORK and got a month's treatment of a special medicine, but no good results came from it. I was run down, suffered terribly, could not rest at night, and every morning had a severe pain in my back, dizziness in my head and vomited bitter green matter, and had no appetite. I heard of Paine's Celery Compound and decided to give it a trial, and am happy to report that it worked wonders. The pains are all gone, I rest well at night, my appetite is good, and my health is now splendid. Paine's Celery Compound has worked miracles for me. I recommend it to all sick people as the best medicine. Yours truly,

ROBERT MCMULLEN, Camden, N. S.

MANITOBA AND NORTHWEST.

A Happy Contralto—Saskatchewan Quartz—Fire at Brandon.

WINNIPEG, Feb. 21.—(Special)—A telegram from New York announces that Miss Edith J. Miller, formerly of this place, out of over one hundred applicants, has secured the position of contralto soloist in St. Bartholomew's church, New York, at a salary of over $1,000 a year.

Miss E. Pauline Johnson returned yesterday from a tour as far west as Prince Albert. On arriving in the city Miss Johnson received intelligence by wire that her mother was dying, and without further delay she continued her journey to Brantford.

Mr. D. McMillan, a practical miner, has discovered a deposit of gold bearing quartz near the banks of the little Saskatchewan river, about three miles north of Kemnay Station, in the Brandon district.

At Brandon this morning fire destroyed the building and contents at the corner of Eleventh street and Rosser avenue, occupied by Valde, tailor, and Deselitts, barber. The cause is unknown; the loss is about $2,000, partly insured.

Miss G. Olaffson, aged 20, burst a blood vessel while skating on Saturday and died in a few hours.

The senior championship hockey match to-night between the Winnipegs and the Victorias was a complete walk-over for the Victorias, who won by a score of 8 to 0. The Victorias are in grand form.

Rev. John Pringle, formerly of this city, now of St. Paul, Minn., has offered his services for missionary work for the Presbyterian church in Klondike.

A serious defalcation is reported from the books of P. Carriey, secretary-treasurer of St. Boniface municipality. The shortage is being investigated.

At Calgary to-day Judge Scott sentenced Arthur Collins to two years and nine months in Stoney Mountain penitentiary for cattle stealing.

The directors of the Winnipeg hospital have decided to call for tenders for the erection of a jubilee addition. Sufficient funds are now promised.

Hon. G. E. Foster is expected here tomorrow on mining business.

E. A. Gamble, ex-reeve of Assiniboia, is dead of apoplexy. He was formerly of York county, Ont.

MAJOR WALSH AT DAWSON.

His Special Messenger Now at Vancouver After a Speedy Trip to the Coast.

VANCOUVER, Feb. 20.—(Special)—Three carloads of reindeer are due, consigned to Victoria.

Sergeant Joyce, special messenger from Major Walsh, who arrived last night from Seattle after having come down on the Queen, stated to a COLONIST correspondent to-day that dogs are the only animals that can be utilized in the frozen North. Major Walsh sends word to the government that he will have arrived in Dawson on the 12th, having left Big Salmon on the 4th. The trails are said to be good, Sergeant Joyce having made 75 miles each on two consecutive days. He states that when he left orders were still in force that any men insufficiently supplied, say three pounds a day for 365 days, were to be turned back, and that many had been turned back. He expects to proceed North again in a few days.

THE CHEAP TRAVELLING.

C.P.R. Traffic Manager Tells How It Has Come About—Canadian Line Boycotted.

WINNIPEG, Feb. 19.—(Special)—R. Kerr, traffic manager of C.P.R. lines west of Lake Superior, being asked what induced his company to make such a surprising reduction in transcontinental passenger rates, replied: "We concluded that the United States lines were not living up to their agreement. They were cutting rates on every hand and placing their business in the hands of scalpers, and we concluded to give the people the share that the American lines were giving to scalping ticket brokers and cut the rates in half. The net proceeds of a ticket under the old rate that was secured by the United States lines would amount to only $30, so we concluded to give the difference to the Yukon gold seeker towards the purchase of his outfit.

"The American lines do not live up to the interstate commerce law. In many respects the law is a dead letter to the United States transcontinental lines. They see that the Canadian Pacific does not violate it, otherwise they would combine against us. The result is there is no line that lives up to the decalogue like we do."

As a result of the rate war passenger fares from Winnipeg to North Pacific coast points have been reduced from $50 first class and $40 second class to $25 and $20 respectively.

A special dispatch from New York states that the New York steamship lines have decided to cancel all arrangements with the C. P. R. to accept either prepaid tickets or tickets held by them in Europe. Western lines have also notified the C. P. R. that its action has abrogated all immigrant contracts. This means that the lines in question now refuse to do business with the C.P.R.

TORONTO, Feb. 19.—The rate war caused trouble in C. P. stock this morning on the stock exchange and it sold close on to 81.

THE NICKEL INDUSTRY.

An Export Duty Would Put Millions Into Enterprise in Canada.

TORONTO, Feb. 21.—(Special)—The Globe's Ottawa correspondent, in an article dealing with the growth of the mining interests of British Columbia and of nickel production in Ontario, after referring to the agitation in various quarters for an export duty, says:

"The ministers are at present too much engaged in absorbing information regarding the probable effect of an export duty on copper and nickel ore, or matte, to give out any. It would have required very little pressure from Ontario to secure the duty, and that pressure would doubtless be applied when the people of Toronto, Hamilton and other centres in which a refinery might be located understood that the refining in Canada of nickel ore would mean work for a company capitalized at $20,000,000 and would employ thousands of men. The nickel which was exported as matte last year, as only worth $498,515, would if refined be worth almost $3,000,000.

C. P. R. Shares

NEW YORK, Feb. 21.—C. P. R. closed on the stock exchange here 81½; in London 83¼.

New Brunswick Loan.

ST. JOHN, Feb. 21.—(Special)—The province of New Brunswick has floated a million dollar forty year loan at 3 per cent. The Bank of British North America bought the bonds at 96.

Imperial Institute.

LONDON, Feb. 19.—The future of the Imperial Institute is threatened by the action of the colony of Victoria, which has announced the withdrawal of its grant for the maintenance of the Institute, claiming it is useless to the colony. This probably will be followed by other Australian colonies taking similar action.

CASTORIA

For Infants and Children.

The fac-simile signature of Chas. H. Fletcher is on every wrapper.

That the blood should perform its vital functions, it is absolutely necessary it should not only be pure but rich in life-giving elements. These results are best effected by the use of the well-known standard blood-purifier, Ayer's Sarsaparilla.

THE basket ball match at the drill hall last evening between the J. B. A. A. and No. 2 Company teams resulted in a win for the former by a score of sixteen points to nil. To-morrow evening the No. 2 and No. 3 Company teams, at the drill hall after drill, play off the game which was postponed from last Friday evening. The teams are: No. 2—Royds, Tuck, Northcott, Patton, Winsby, Richardson and Lindsay; No. 3 Company—R. Lorimer, W. Lorimer, J. P. Hibben, H. Hall, P. Austin, C. Whitelaw and F. A. Futcher.

If you once try Carter's Little Liver Pills for sick headache, billiousness or constipation you will never be without them. They are purely vegetable, small and easy to take. Don't forget this.

THE increasing popularity of Mr. Burnett's recitals was shown by the large audience which comfortably filled the auditorium of St. Andrew's Presbyterian church last night. The programme was pleasingly diversified with organ and vocal numbers.

BLUE RIBBON TEA BEST & CHEAPEST

OUTER DOCKS CROWDED

Northern Bound Ships Attract Thousands to the Ocean Docks—A Notable Day.

Americans Come in Swarms to Secure Canadian Licenses—A Christening Ceremony.

On innumerable occasions have the outer wharves been crowded, but the gathering on Sunday was perhaps the largest ever seen in the vicinity. Young people were perched on elevated places where views were obtainable for a radius of half a mile around, and the scene was indeed an animated one, well worthy of the ever-present photographer's attention. In fact, since the northern rush has set in the camera artists have been vieing with one another as to who will secure the finest picture. The attraction at the wharves was the many ships for the north. The Pakshan did not pull out until after 2 o'clock, and accompanying her at the docks were the big American steamships Alki and Queen besides a number of merchantmen. It was early in the morning when these latter steamships arrived and in order that their passengers might secure Canadian licenses both had to remain in port until noon and after, yesterday. The Queen carried 550 passengers, including 108 infantrymen from Vancouver Barracks, under Captain Eastman. These are on their way to Skagway, to preserve law under the stars and stripes.

About a score of prospective miners joined the ship here, and it was interesting to note yesterday that while they, as also the Alki's crowd—over 200 people—were falling over one another in their excitement to get their licenses first at the customs house, those embarking here had nothing to worry them in departing, having been long enough in town to acquaint themselves thoroughly with everything required for the trip. Both steamers carried all the cargo they could handle, the Alki having 35 dogs and 13 horses.

At 11 o'clock yesterday morning the steamer Farallon, looking spick and span as a result of her recent overhauling, came is from the Sound and filled a berth some hours after the others had sailed. This is the Farallon's first trip in over five weeks, and since she was last here a great improvement in her accommodation has been effected. Extra comforts for passengers have been provided for, and engines and boilers have been placed in, and in all $20,000 has been spent in making her more suitable or requirements of trade. She took away 75 passengers, including Dr. Matthewman and party and five or six others from Victoria. She also had 450 tons of freight, 113 horses and cattle, and 15 dogs. The steamer is scheduled to sail again on March 8 and will make Victoria a port of call on all her trips. Among other crowds brought in by steamers from the Sound yesterday was that of the City of Kingston, arriving early in the morning. She had one hundred and fifteen passengers nearly all of whom are Americans and are here to purchase outfits and to secure miners' licenses.

NEWLY CHRISTENED.

There was a little christeniny ceremony performed over in the Star shipyard yesterday that was unique in character. The two river boats that have been here building for the Canadian Development Company have assumed proportions now that entitle them to names and realizing this manager Yorke hoisted colors yesterday, naming one the Victoria and the other the Columbian.

GRAND SOCIAL EVENT.

The Masonic Ball at Vancouver Declared to Mark a New Social Era.

VANCOUVER, Feb. 19.—(Special)—The Masonic ball of 1898, which took place last night at the Hotel Vancouver, marks another era in the history of Vancouver's social features. Wealth, fashion and beauty were greatly in evidence, and as a social function it far surpassed anything of the kind ever given here. The dancing room was very handsomely decorated with flags and Masonic emblems, while the gowns worn by the ladies were the topic of conversation at every rendezvous in the ball room.

The many beautiful maidens and matrons present would suggest that Vancouver must soon be as notable for its fair women as for its numerous other attractions.

The details contributing to the success of the affair, including the supper, the floor, and the music, were faultless.

THE TEES IN A BLOW.

A Storm Catches Her and Carries Her Dangerously Close to Shore.

When trying to make Shushartie Bay from the Queen Charlotte islands on Saturday last the steamer Tees had a narrow shave from being totally wrecked. She was on her return from Dyea and Skagway and Capt. Gosse, one of the most skillful of Northern navigators, was fortunately in command. After leaving Skadwell bay, Queen Charlotte island, the steamer ran into a fierce wind and a blinding snow storm. Being light and high out of water, the southeaster gave the vessel more resistance than she had power or weight to contend against. In spite of her engines going at full speed, she was carried by the wind in towards a rocky shore. Both anchors were lowered in 90 fathoms of water, but the vessel never stopped until within a cable length of some huge boulders on shore. The sea was not very rough, or had it been there would have been a wreck. The steamer's propeller was kept in motion, and with the signal bell indicating half speed and the two large anchors out forward the vessel lay straining heavily on the latter's chains for twelve hours. Every moment of that time was one of extreme anxiety, for the steamer was surrounded on every hand by dangers which she could not possibly have avoided in event of those chains snapping. Capt. Gosse feared the worst would come, although he says the passengers could have made shore safely. There were 21 of them on board and every one had his baggage in hand ready at a moment's notice to take to the lifeboats. Had the Tees any freight to hold her down in the water she would have doubtless made headway through the storm, for she is a good sea going vessel, staunch, and in every ways safe and comfortable to travel on.

"77" FOR GRIP

Old Firemen Say that the first fifteen minutes of a fire often decides the fate of a building. It is the same with Grip and Colds, if you have "Seventy-seven" handy to take at the first sneeze or shiver, the disease is cut short. Whereas delay may mean Pneumonia.

Always have "77" handy for Coughs, Colds and La Grippe.

☞ A 25c. Vial leads to a Dollar flask.

At druggists or sent on receipt of price. Ask for Dr. Humphrey's Specific Manual of all Diseases at your Druggists or Mailed free. Humphrey's Med. Co., New York.

NOT RESPONSIBLE.

STR. "AMUR" (Captain Charles Mears) from Labuan.

Neither the Captain nor the undersigned will be responsible for any debts contracted by the crew of the above vessel without their written permit.

Klondyke Mining, Trading and Transport Corporation Limited, February 21, 1898.

TELEPHONES:

BUSINESS OFFICE ..... *No. 11*
EDITORIAL ROOMS ..... *No. 80*

THE COLONIST

Established 1858.

Printing & Publishing Co., Ltd.

The Semi-Weekly Colonist is published every Monday and Thursday, and contains the latest telegraphic dispatches; also full reports of the proceedings of the British Columbia Legislature and other Provincial news, including mining, statistics and social happenings in various parts of the Province. Subscription $1.50 per year in advance. Send for sample copy.

The Daily Colonist contains all the latest telegraphic and local news of the day; also full reports of the proceedings of the British Columbia Legislature. Delivered every morning for 20 cents a week.

Job Printing, Embossing and Label Printing,

Is executed under a large and competent staff of workmen. All work turned out guaranteed first-class in every detail. Write for particulars. Estimates furnished on application.

The large staff engaged in the various departments enable us to compete with any establishment west of Toronto, and the work done will compare with any and is second to none.

ADDRESS:

Colonist Printing & Publishing Co., Ltd.

Government Street, Victoria.

W. H. ELLIS, Manager.

CLAIRVOYANTS.

MRS RAAB, Clairvoyant and trance medium. 31 View St. f20

CLAIRVOYANT and psychometric medium. Mrs. Dr. C. C. Chambers, parlor, Brunswick Hotel. fe16

MISS HOWES, the greatest living clairvoyant medium; unfailing advice on business, speculation, mining, marriage, courtship, divorces, etc. Learn what the future holds in store for you; have specimens to show of paying groups of mines, all parts British Columbia and United States. Readings $1 and upwards. Hours 9 to 9 p. m. 124 Douglas street. f6

KLONDIKE.

KLONDIKE—Good pack-horse for sale; price $25. Apply G. Wake, Lampson street Esquimalt road. Five minutes walk from street cars. f19

KLONDIKE mosquitoes, the greatest curse of the country. Be warned in time and go prepared or you will live to regret it. The only perfect protector is the patent "Dreadnaught" veil. Will fit in the pocket. Of all outfitters. Insist on a "Dreadnaught." f16

ANY person wishing to send the Victoria-Klondyke map and folder to their friends will please furnish a list of the names and addresses to F. Elworthy, Board of Trade Building and they will be mailed free. no3

NEW ADVERTISEMENTS.

TO BUILDERS.

Tenders will be received at my office up to 4 p.m. of Thursday, 24th inst., for the erection at Vancouver of a warehouse for the Brackman & Ker Milling Co. Plans and specifications can be seen at the office of the Company in Victoria or at my office, Lefevre Block, Vancouver. Lowest or any tenders not necessarily accepted.

C. O. WICKENDEN, Architect.

NOTICE TO STEAMERS.

Steamers going North can obtain good Fir Cord Wood at $2.50 per Cord, and also Water, at the Wharf in Quathiaski Cove Valdez Island, seven miles south of Seymour Narrows.

C.P.N. CO. LTD.

STEAMER "TEES"

Will leave Turner Beeton & Co's wharf for Northern British Columbia Ports

Wednesday, February 23rd

at 8 O'clock, P.M.

Jno. Irving, Manager

AUCTION SALE

At 70 Douglas Street.

Ralph Churton Is Instructed to sell at the Auction Mart as above on....

THIS DAY, Tuesday.

At 2 p.m. precisely an Assortment of

Household Furniture

E. & N. Railway Co's.

STR. THISTLE

—SAILS FOR—

WRANGEL, SKAGWAY and DYEA,

6 P.M. TUESDAY, FEBRUARY 22

AGENTS:

F. C. DAVIDGE & CO., Ld.

Board of Trade Building, (basement.)

Bastion St., Victoria, B.C.

"Laugh and Grow Fat."

VICTORIA THEATRE

TWO NIGHTS ONLY

Friday and Saturday, Feb. 25 and 26.

Hoyt's Theatre Laughing Success

"A Batchelor's Honeymoon"

Funniest of Farce Comedies

A NEW YORK CAST

1365 Long Loud Laughs.

Prices 50, 75 and $1. Seats on sale at Victoria Book and Stationery store, (late Jamieson's.)

VICTORIA THEATRE.

Wednesday, Feb. 23

The Peerless Comedienne

Jolly NELLIE McHENRY

And her excellent Company in H. Grattan Donnelly's latest Comedy Success.....

A NIGHT IN NEW YORK.

With all its startling, realistic and picturesque scenic effects including the mighty, massive, magnificent "Madison Square Garden Scene." Showing the French Ball at its height. Most inspiring stage setting ever constructed.

PRICES—50, 75 and $1 00.

Seats on sale at the Victoria Book and Stationstore, (late Jamieson's.

LOST OR FOUND.

LOST—Strawberry and white bullock. Branded W.S. Finder will be rewarded $10 on returning same to R. Bray, Johnston st. f22

FOUND—Dog. Owner can have same by proving ownership and paying expenses. Apply S, this office. f22

MISCELLANEOUS.

ADVERTISER wishes to enter barber shop to learn the business. Apply S G.J. f22

AMATEUR wishes to enter good photograph studio to gain experience. Apply F.J.H. f22

NOTICE—A good farm (890) acres for sale on reasonable terms; or to rent. Enquire Joel Broadwell, Salt Spring Island, B.C. f22

MISS COFFEY, dressmaker, 133 Fort street, late of the White House. fe17

TO whom it may concern—L. A. McQuade does not represent us and is not authorized to use our name. Peter McQuade & Son. Victoria, B.C., February 19th, 1898. f20

PAISLEY Steam Dye Works. Fancy cleaning and Dyeing; Felt and Straw Hats cleaned, dyed and re-blocked; Feathers cleaned, dyed and dressed equal to new. Telephone 410. 116 Yates street. f22

85 CTS for 100 lbs Island potatoes; onions, 8 lbs for 25c; carrots, 60 cts per 100 lbs. Sylvester Feed Co., Ltd., City Market, Telephone 413. f22

MILKMEN—ATTENTION—I am prepared to immediately enter into contracts to grow for next fall delivery mangel wurzel in quantities of not less than 25 tons delivered on Victoria wharf at $6 per ton. Further information can be obtained from the Brackman & Ker Milling Co., Victoria, or Alex. Falk, Ladner, B. C. f19

NOTICE is hereby given that I intend to apply at the next sitting of the Board of Licensing Commissioners for a transfer of the license held by me to sell wines and liquors by retail, at the premises known as the Caledonia hotel, situate at the corner of Store and Cormorant streets, in the City of Victoria, to John H. Gaerdes.

ROBERT CHADWICK.

Dated this 3rd day of February, 1898. f4

Advertisements under the Heads of Lost, Found For Sale or To Let and Situations Wanted will be inserted at the rate of one cent a word each insertion. Payment always in advance. No advertisement received for less than twenty five cents.

WANTS.

WANTED—A general servant for family of four; nurse maid kept; must be good plain cook. Address G. S. Colonist office. f 2

YOUTH wants employment; used to milking and driving. Apply E, Colonist f22

WANTED—At once; five live, wide awake and rustling young men. F. S. Timberlake, Hotel Victoria, Tuesday. f22

WANTED—A first class waiter at the Poodle Dog at once. f22

WANTED—At once, 3 furnished or unfurnished rooms suitable for light housekeeping by married couple without family. Apply F.C., Colonist office. f22

WANTED—A situation in any capacity by a well educated young man; would give good security if given a position of trust. Apply, Anxious, Colonist office. f22

WANTED—Position as accountant or manager of stores, by a thoroughly experienced and competent man; first class references. Address A.B., P. O. Box 803, City. f20

WANTED—Stenographer. State previous position; wages expected, Box Y.Z., Colonist. f20

A TEACHER is required for the Qualicum school. Married man or a lady who could live in a house near school preferred. No other house within two miles. Walter Hellier, secretary, Errington, B.C. f19

A YOUTH wanted in grocery store, one used to horses. Apply 127 Douglas Street between 10 and 12 Thursday morning. fe17

WANTED—New or second hand buggy, or a buck-board seated for four; must be guaranteed in good order. Apply W.N., this office. f15

WANTED—Two or three furnished rooms for housekeeping; must be close in. S.R., Colonist f20

WANTED—10 000 oak staves. Apply 28 Belcher street. fe10

WANTED—A good general servant to go to Alberni. Apply between 10 a.m. and 2 p.m. at 29 Pioneer St. fe10

WANTED—To rent for two weeks. No 6 Remington typewriter; must be in good order. Address F. C. Davidge & Co. j30

WANTED—At the highest price paid for second-hand clothing, furniture, stoves, also old copper and brass. 60½ Johnson St. j11

WANTED—A well situated lot on Oak Bay avenue, in exchange for improved city property. A.B C., Colonist. ja1

TEACHER wanted for Hope Public School. Married man who has had experience and who holds not less than a second class grade A certificate preferred; commence work 1st March inst. Salary $55 per month. R. Ryder, Secretary School Board, Hope, B. C., February 8th, 1898. fe11

FOR SALE.

FOR SALE—A 15-acre farm; good buildings; under cultivation; within 3 miles of the city. For terms apply at 36 Douglas street. f22

FOR SALE—A four-inch tire wagon; cheap, Vancouver Island Produce Society, City Market.

HEINTZMAN Piano—good as new; cost $500; would sell at a bargain, and take old piano in part payment. Can be seen at Watt & Co.'s Piano Warerooms. f20

FOR SALE—Two lots running from Rae St. to Churchway, Victoria City. Apply to W. D., Box 614 Victoria. f17

FOR SALE—A good grocery business and general store. For particulars apply to A. W. More & Co., 86 Government st, f9

FOR SALE—Three ton of lead and three tons of zinc. Apply at F. Petker, 30 Store st. f9

FOR SALE—A limited number of thoroughly trained Labrador sleigh dogs. Apply or address Victoria Metallurgical Works Co., Fort street. fe10

FOR SALE—Lot on Quebec street, close to Government buildings. 1 40 acres Yates street, 5 acres Oaklands, and 7 acres in Victoria Ditrict, at about 25 per cent. less than assessed value. Owner must sell. Apply Lowenberg, Harris & Co. f20

FOR SALE—Four-roomed cottage and lot having a frontage of 50 feet, a bargain for $750. The lot alone cost $850, and the house cost $500. This property is situate in one of the most desirable residential parts of the city. A. W. More & Co, 86 Government street. fe10

FOR SALE—Shares in all the principal mines in British Columbia at lowest quotations; also some good Klondyke claims and B.C Mines. A. W. More & Co., mining brokers, 86 Government street.

FOR SALE—A farm containing over 200 acres ¾ of a mile from Cowichan station, 40 acres cleared and under cultivation; 9-roomed house, stables, barns and outbuildings. The title is Crown Grant from the Government, not from the railway company. Price in order to effect a sale has been reduced from $8,00 to $5,500. This is the best farm on Vancouver Island for the money. A. W. More & Co, real estate agents, 86 Government street.

TO LET OR LEASE.

FURNISHED housekeeping rooms at Elsmere House, 104 Pandora St. Apply 97 Quadra st. f22

TO LET—Sunny front room in quiet, private family, with or without board. Apply A, Colonist Office. f22

ROOMS—Furnished and unfurnished. 52 corner Menzies and Superior Sts. f20

TWO Rooms for rent, furnished, with use of kitchen; suitable for man and wife, or lady; near the park. Apply 14 Avalon Road, Beacon Hill f20

TO LET—Two large, well furnished rooms, with board; private family; James Bay. P.O. box 354. f19

COMFORTABLE furnished front rooms to let with use of kitchen if required. Apply 139 Michigan St., James Bay. fe17

TO LET—Comfortably furnished rooms with board if required; price moderate. Apply 51, Vancouver street. ja29

TO RENT—A furnished room in the neighborhood of Pemberton road. Address X., Colonist office. no2

EDUCATION AND ART.

PRIVATE instruction in Pitman's Shorthand and in Bookkeeping, Arithmetic and Mathematics. Cases of neglected education receive special attention. James Kaye, 111 Fisgard street. fe16

THE Victoria College of Arts and Science will be opened on or about 1st day of April, in Victoria, under the direction of Professor William P. Turner, a graduate of Onslow College, and South Kensington School of Arts, London, England, excelling in all branches of Drawing, Painting, Carving, etc., at his studio where thoroughly practical instruction can be had at a very moderate tuition. Those desiring a course of instruction will please interview or correspond with the Professor at once. W.M. P. TURNER, 320 Homer St., Vancouver, B.C. ja29

Parties going to the Klondike should take some of.....

Pendray's Klondike Vinegar.

Put up in tin cases, and

White Swan Or Home Rule Soap

MR J. C. MULLINS, Says:—I have used Home Rule Soap in the Alaska mines for years and have never known its equal. MR JOHN SAYYEA also says the same concerning our Soaps.

W. J. PENDRAY, Victoria, B. C.

BOATS At Lake Bennett

The undersigned Owners of timber limits and general store at Lake Bennett, British Columbia, (mills, steamers and horse tramway now under construction) will during the coming season, have boats of all sizes, and lumber in any quantity for sale and at reasonable prices. For further particulars apply to . . . . .

Munn, Holland & Co., AGENTS

Victoria-Yukon Trading Company Ltd.

BESIDE THE BAY.

A woman by a cottage door,
Noting the sunset's golden hue,
Said quaintly to a summer guest,
"Oh, look! the lights almost shine through!"
Then told the tale I tell to you.

The winds blew here, the winds blew there,
In very clime beneath the sun.
We dreamed they would some happy day
Bring tidings of our wandering one.

White ships came in from every sea
That beats between the frozen poles.
We watched them bearing up the bay
Their freights of home returning souls.

A loving fancy came to me,
Staid with me, would not go away,
That some time I should hear his voice
Blown landward from the foaming bay.

One March day, when the tides were out,
My man and I sat in the sun.
An iris blossomed by the step.
'Twas planted by our wandering one.

The neighbors slur the "fond conceit,"
But we both heard these words that day:
"Rest comes not to the watching heart.
Abide in peace and hope and pray.

"The sea is God's. All seas are one.
So sit you here beside the bay
And think these cradling waves perchance
Are love's own hands that show the way
Between you and your lost today."

Since that springtime sweet peace is ours.
We rest and pray and calmly wait.
Our wandering boy seems near us now.
The sea line is the heavenly gate.

—Annie A. Preston in Youth's Companion.

A LITTLE PROBLEM.

Mr. Richard Beechley told himself that he was a happy man. His friends congratulated him on his happiness. He had good health and a reasonably good education. He could play golf quite well. He could not play cards and had no wish to drink. He was going to make a name at the bar, but he could afford to wait for it in comfort, having £3,000 a year. And he was engaged to a very pretty girl. He told himself that he was a very happy man one morning as he ate his breakfast; he repeated the assertion with what would have been (had he spoken aloud) a note of great determination. Although he was alone in his chambers, he was very neatly dressed. His tea was poured out, he was rather thirsty, but he made a point of eating before he drank. Meantime he read his letters; those from his relatives began "Dear Richard," and congratulated him gravely; those from his men friends began "Dear Beechley;" not one called him "Dear Dick." A letter from the very pretty girl began "Dear Richard," and announced that she had prepared a surprise party for him that afternoon. He was to expect her at 4. He put the letter back in its envelope and made a note in pencil on the outside. Then he turned to the leading article in The Standard. When he had finished his breakfast, he made a pencil mark in the article to show the place he had reached, and went to his writing table. There he wrote out a telegram. It was addressed to Miss O'Donnell, 120 Egerton Gardens, S. W., and ran:

Don't come without a chaperon.
BEECHLEY.

He sent his man with it to the telegraph office, and resumed The Standard.

I am sorry to say that 120 Egerton Gardens presented a somewhat painful contrast to the decorous establishment of Mr. Richard Beechley. Elsa O'Donnell, in a dressing gown and with her hair down her back, was belaboring with a pillow her brother Tom, who lay in bed and cried from time to time, "Stop, you little devil, stop!" while a vigorous knocking on the ceiling intimated that the noise disturbed the repose—it was half past 9—of somebody overhead.

"Say you'll come with me to Richard's."

"Keep your beastly prig to yourself."

Elsa stopped abruptly, dropped the pillow and turned away. She was of the fair type of Irish girl, with pale gold hair, and pale blue eyes, and a pale, beautiful skin, small and slender and upright. As she moved to the door Tom sat up in bed—a brown faced, pleasant fellow, with a tumbled, curly head—and called out eagerly:

"Hello, Elsa! I beg your pardon. I didn't mean to offend you."

She showed him a grave and slightly tremulous face. "All right, Tom. Only I wish you'd understand that I care about Richard and can't bear to hear him abused."

"I'm very sorry. It was beastly rude of me. Only one can't help seeing if there's a weak point in a chap, even if one's sister's going to marry him. I'm sure Beechley's a very good chap, but he is a bit reserved and—and that sort of thing, isn't he? That's really all I meant. I'll come this afternoon all right."

"No, no, Tom. It doesn't matter. I dare say the mater will come."

There was a knock at the door and a housemaid's voice, "A telegram for you, miss."

Elsa took it and looked at it for a longer time than the reading needed.

"Nothing wrong, Elsa?"

"No, only Richard can't be in this afternoon."

She went out of the room, and Tom muttered, "Damn the fellow!" as he settled his head on the pillow.

Ten minutes later a telegram was sent from Egerton Gardens:

Am not coming. ELSA.

* * * * * * *

The same day, at 4 o'clock, Richard Beechley went to Egerton Gardens.

"I was afraid you'd be out."

"Oh, no."

"But you wired you couldn't come"—

"I thought I'd remove all apprehension about the chaperon."

"Why, you know you said once you were going to look me up alone, and I was afraid—you know, people don't understand"—

"You needn't explain. I quite understood. Only your fear was groundless."

"I'm very sorry if I offended you"—

"Not at all."

And then Tom came in and greeted Beechley with a somewhat measured politeness, and presently came in Elsa's father and mother and her younger sister Kate. Mr. Beechley discoursed on the bar as a profession and by and by took his leave. Tom saw him out of the house, and as he returned up the stairs met his father.

"Jolly fellow, isn't he?" said Tom.

"Don't talk to me about him," said Mr. O'Donnell.

Outside the drawing room door Kate appeared. She put her finger on her lip and made the most hideous grimace of disgust which her pretty face could achieve.

Meanwhile Elsa and her mother were alone.

"Elsa, my darling, are you really happy?"

Elsa averted her face. "Mother, I do love him, but—but I wish he were more like—more like Tom or father."

Mrs. O'Donnell gave a little sigh. "It's not the jolly, witty men who always make the best husbands," she said. "If you really love him, you won't mind his being serious; but make sure of yourself, my darling, that's all."

Elsa did not reply.

* * * * * * *

"Elsa, you don't really mean it? What reason have you? You give no reason"—

"What's the good of arguing about it? It's not a question of argument. I feel I can't marry you—that is enough. I beg your pardon with all my heart for—for disappointing you. But what is the good? We could never be happy together."

"Why not?" said Richard Beechley.

"I'm not your sort, Richard. I know I worry you dreadfully. I'm irresponsible, I suppose, and foolish, and you're—you're serious. We should never get on together."

Richard Beechley bit his lip and took a turn up and down the room. Then he spoke with an effort:

"Give it a longer trial," he said. "You're right in a way. I can't help being serious, as you call it. I can understand I seem heavy to you"—

"Oh, don't, don't! I hate to hear you run yourself down."

"I'm not running myself down," said he stoutly. "I'd rather be as I am. I don't understand men like your brother. I don't see what their aim in life is. But, of course, you expect a lot of social tricks I haven't got. I'm sorry, but you must remember I've not been brought up in the sort of atmosphere you have. My people are so different. Elsa," he said suddenly, "we cared for one another. Don't give it up for such a little reason as that."

Elsa burst into tears. He leaned over her and tried to comfort her after his fashion. She let him kiss her passively.

After awhile she spoke. "Forget what I said, Richard. I will try."

Tom O'Donnell, hearing the hall door shut, strolled up to the drawing room.

"You've been crying, Elsa," he said involuntarily.

"It's nothing," she said and went from the room.

Tom kicked over a chair, and, happening later in the day to pass Richard Beechley in the street, gave him the slightest possible nod.

* * * * * * *

The marriage was, of course, broken off. The conversation last reported took place again, twice, thrice, and then without the reconciliation, and the O'Donnell family were bright faced once more.

But the point on which perhaps it would be interesting to be assured is if they who loved Elsa were justified. One may wonder if he should be sorry or glad. A stolid, unimaginative husband and a light headed but simple hearted wife have been happy before now. In this case each went back to his kind. Beechley, if he marries now, will marry, I think, for convenience alone. He is suspicious, and he is not amorous. He has thrown himself heavily into his work and is very busy indeed.

The man to whom Elsa O'Donnell is now engaged is very popular with her father and her brother Tom. Elsa and he seem to be very fond of each other. They laugh together a good deal; they chaff each other wittily and have numberless secret jokes. On the other hand—such is the occasional balance of life—he is inclined to drink rather too much and is certain to go through the bankruptcy court sooner or later.

It is a small problem, this of the actual state and the foregone possibilities of Elsa O'Donnell, but I should rather like it to be solved.—Chapman's Magazine.

Taking Toll.

There is a little girl named Nellie living in Alleghany, says the Pittsburg Chronicle-Telegraph, who has astonished the neighborhood by a cute little trick which was so bright that even her parents had to laugh, and she escaped even a scolding. A grocer in the neighborhood had sent out a message to his customers that he was in need of money. The little girl's mother thought her bill was about $5 and gave Nellie a $5 bill to give the grocer and told her to bring back some sugar.

"Can I have a penny?" asked Nellie.

"Oh, yes. If there is one left you can have it," her mother replied.

Nellie went to the store and brought back the sugar. A few days later the grocer sent his bill, and it contained an acknowledgment of "cash received, $4.99." The lady had paid no such sum and asked for an explanation. The grocer said, "That's what Nellie brought."

The little girl was called in to explain. She said, "You said I could have a penny, and I went to the drug store and had the $5 bill changed and gave him the rest."

She Wasn't Guessing.

"Can I occupy half this seat?" asked the western drummer after he had succeeded in pushing his way into the crowded car.

"I don't know, sir," said the Boston girl, "but if you intended to ask my permission to try it I beg to inform you that you may do so."—Cleveland Leader.

CHILDREN'S IDEAS.

EXAMPLES OF THEIR CURIOUS VIEWS OF LIFE AND DEATH.

How Young Minds Take Hold on Great Mysteries—Some Afraid to Die, Others Without Such Fear—The Life That Would Please and the Death They Would Choose.

The Rivista Italiana di Filosofia contains an article by Dr. Marpiliero on children's ideas of life and death, describing how he questioned a number of young children on these subjects at an elementary school at Rovigo and the answers he received. We quote some of the most curious. In answering the question, "What is life?" the boys were much more bold than the girls. Many children, boys, defined life as "a spirit that runs away as soon as we die." A boy of 9 years philosophically observed, "Life is a sea of troubles, which one may cross well or with great unhappiness." A boy of 10 said, "Life is a thing which is never extinguished;" another, "Life is a good work to eat well;" another, "Life is an invisible thing, which vanishes when it likes and never returns." A little girl of 10 said, "Our life is a fluid." A small girl of poor condition, aged 8, said, "Life is paradise." A very general answer was, "Life is beautiful," or the opposite, "Life is ugly," and most of the children who thought life the last were of well to do families. To the question, "What is death?" many replied negatively, especially the girls. Very few, and these only boys, noted the phenomenon of death, and one gave as answer: "Death is a pure spirit. The blood dries up; one neither moves nor feels."

Another boy of 8 years gave an answer bordering on popular superstition, "Death is a thing that, when I die, pulls my feet." Another boy of 8 had a tinge of medical knowledge and replied, "Death is when one has more than 42 degrees of fever." Another said, "Death is a thing that one never sees again, never again." To the question, "Are you afraid of dying?" 21 children, all boys, gave no reply; 62, of whom 7 were girls, replied negatively; all the others—that is, a large majority—said, "Yes." A little girl of 10 of well to do parents gave the answer, "I am not at all afraid of dying because I am tired of living." All the orphans replied in the following sense, "I am not afraid of dying because I want to see my parents again." A little girl of 9 said, "I am not afraid of dying because it is a thing sent by God." A boy of 12 replied, "I am not afraid of dying because I am healthy and have no disease." Another, "I am not afraid because I am strong and healthy." A little girl of 11 said, "I fear death because it might come at night and pull my feet." Another little girl said, "I am afraid of death because it seems that it is my mother who is dead." A girl of 11, who had evidently been told some ghastly stories, replied, "I am afraid of death because it is so ugly, and one day Bernard went to bury a dead person, and it got hold of Bernard and gave him a kiss."

Another boy of 8 said, "I am afraid of dying because I could not play with my sister any more." Another well to do boy said, "I am afraid of dying because when one is dead one cannot see the men gathering the harvest of grapes and so many nice things." A little boy of 6 answered, "I fear death because I shall not be born another time after." The majority of answers to the question, "Do you want to grow old?" were in the negative. A well to do little boy of 9 years answered, "I should not like to grow old because I should have no strength to work and might die of hunger."

A little girl of 9 said, "No, because I should have to work hard for my children, to feed and clothe them." Many girls feared to become ugly, saying, "No, because I should be without teeth," and, "No, because I should be ugly," or gray, or stooping. A little girl said she would like to grow old and have grandchildren. A boy said, "Yes, so that I might go to paradise." Another of 10 years said, "Yes, because I should have finished almost all my wishes." When asked, "How would you like to live?" most of the children were very modest and did not give way to fancy.

Many poor children wished that they might live "on broth and bread," "on rice," "on polenta," or said, "I don't want to suffer cold and hunger." A child of 6, a boy, said, "I should like to live with my father and mother." Another poor boy of 10 said, "I should like to live content in my own home, because then I am happy." Another poor orphan boy of 10 said, "I should like to have enough to live on and go and be with my father and specially my mother, of whom I am always thinking." Very few expressed a wish to live in a class superior to their own, but a boy of 7 said, "I should like to live without working and be a gentleman." Another of 6 years replied, "I should like to live well dressed and have a hat and go out walking." A little girl of 9 said, "I should like to live like a lady and never work and always be served." To the question, "How would you like to die?" the answers frequently alluded to family life. A boy of 6 said, "I should like to die in bed with my mother." One of 10 answered, "I should like to die at 82 years, with my parents by my side." One boy of 11 would like to die "with the hope of finding my parents and brothers and sisters." A boy of 13 said, "I should like to die all alone, leaving no brother or any one else on earth." There were some small boys who wished to die on the field of battle, and others who did not wish to grow old because they would have to serve in the army. Two or three wished to die and have "a fine funeral." One or two were more religious: "I should like to die kneeling before God. I should like to die and go with the Lord and the angels of paradise, with my hands crossed on my breast."—London News.

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Sick Headache and relieve all the troubles incident to a bilious state of the system, such as Dizziness, Nausea, Drowsiness, Distress after eating, Pain in the Side, &c. While their most remarkable success has been shown in curing

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Headache, yet CARTER'S LITTLE LIVER PILLS are equally valuable in Constipation, curing and preventing this annoying complaint, while they also correct all disorders of the stomach, stimulate the liver and regulate the bowels. Even if they only cured

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S.S. Cottage City, Feb. 24

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j30 FRANK P. SLAVIN.

ARE YOU

Troubled with pains in the small of your back, pains up each side of back bone to lower points of shoulder-blade every now and then? Have you head pains, left or right side? Have you a dizzy feeling or sensation, floating flicks or dots before the gaze? Do you feel melancholy? Are you nervous? Have you over-worked? Have over-eaten? Have you over-exhausted your mind or body? Have you abused nature or yourself? If you have you must get cured as soon as possible. What will cure you?

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For freight or passage, apply at the office of the company, 64 Wharf street, Victoria, B.C.
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ja6 JOHN IRVING, Manager.

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Will leave the Outer Wharf, Victoria, British Columbia for

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Will sail as follows.

Leave Victoria Wednesday 7 a.m., for Fulford Harbor, Beaver Point, Ganges Harbor and Fernwood, calling on the return trip Vesuvius Bay, Maple Bay, Burgoyne Bay Cowichan and Victoria.
Leave Victoria Saturday, 7 a.m., for Fulford Harbor, Beaver Point, Ganges Harbor, Fernwood and Nanaimo.
Leave Nanaimo Monday, 1 p.m., for Fernwood, Ganges Harbor, Beaver Point, Fulford Harbor and Victoria.

For freight and passage apply on board or at Spratt's wharf. de29

ESQUIMALT & NANAIMO RAILWAY CO.

Commencing Monday, November 1, 1897, the

STEAMER City of Nanaimo,
W. D. Owen, Master.

will sail as follows, calling at way ports as freight and passengers may offer:

Leave Victoria for Nanaimo, Tuesday, 7 a.m.
" Nanaimo for Comox, Wednesday 7 a.m.
" Comox for Nanaimo, Friday, 8 a.m.
" Nanaimo for Victoria, Saturday, 7 a.m.

For freight or staterooms apply on board, or at the Company's ticket office, Victoria Station, Store street. no15-tf

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SHIPPED OUT IN SECTIONS

For information apply to de-3

TURNER BEETON & CO.

NOTICE.

STEIN & MEIKLE

Chartered Accountants and Auditors.

Have opened an office at

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L. P. FISHER, Newspaper Advertising Agent 21 Merchants' Exchange, San Francisco is our authorised agent. This paper is kept on file in his office. j-8

OCEANIC Steamship Company

S.S. ZEALANDIA for Honolulu only, Saturday, Mch 12th, at 2 p.m.
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STEAMER "FARALLON,"
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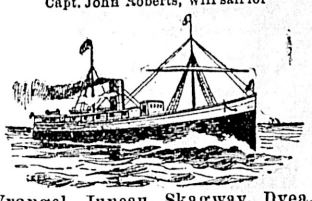

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TIME TABLE No. 99,

To take effect at 7 a.m. on Thursday, Nov. 4 1897. Trains run on Pacific Standard Time.

GOING NORTH—READ DOWN.

	Daily	Sat'day
Lv. Victoria for Nanaimo and Wellington	A.M. 9:00	P.M. 3:00
Ar. Nanaimo	12:20	6:16
Ar. Wellington	12:45	6:35

GOING SOUTH—READ UP.

	Daily	Sat'day
Ar. Victoria	A.M. 12:07	P.M. 7:00
Lv. Nanaimo for Victoria	8:46	3:38
Lv. Wellington for Victoria	8:25	3:25

For rates and information apply at Company's offices.
A. DUNSMUIR, President. JOSEPH HUNTER, Gen'l Supt.
H. K. PRIOR, General Freight and Passenger Agent.
oc29

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FOR SAN FRANCISCO

The Company's elegant steamers *Umatilla, City of Pueola* and *Walla Walla*, carrying H.B.M. Mails, leave *Victoria, B.C.*, at 8 P.M., Jan. 29, Feb. 3, 8 13, 18, 23, 28, March 5, 10, 15, 20, 25, 30, April 4, 9, 14, 19, 24, 29.

Leave *San Francisco* for Victoria, B.C., at 10 A.M. Jan. 31, Feb. 5, 10, 15, 20, 25, March 2, 7, 12, 17, 22, 27, April 1, 6, 11, 16, 21, 26.

FOR ALASKA.

The steamers *Queen, Victorian, City of Topeka, Cottage City* and *Curacoa* leave *Victoria B. C.*, P.M. February 4, 7, 9, 16, 17, 24, 27, 28, March 9, 11, 12, 19, 24, 26, 29, April 5, 8, 10, 17, 18, 20, 25, 28, 29.

The company reserves the right to change without previous notice steamers sailing dates and hours of sailing.

For further particulars procure Company's folder.

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Leave.		Arrive.
7:00 a.m.	Spokane	7:00 p.m.
10:[illegible] a.m.	Rossland	3:25 p.m.
9:[illegible] a.m.	Nelson	5:20 p.m.

Close connections at Nelson with steamer for Kaslo and all Kootenay Lake Points.
Passengers for Kettle River and Boundary Creek connect at Marcus with stage daily.

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H. DARLING, Manager
Telephone 94. P.O. Box 771. jy18

C. P. Navigation Co. Ld.

TIME TABLE NO. 33.
Takes effect February 10th, 1898.

VANCOUVER ROUTE.

Victoria to Vancouver—Daily, except Monday, at 1 o'clock.
Vancouver to Victoria—Daily, except Monday at 13:15 o'clock, or on arrival of C.P.R. No. 1 train.

NEW WESTMINSTER ROUTE.

LEAVE VICTORIA for New Westminster, Ladner's Landing and Lulu Island—Sunday at 23 o'clock; Wednesdays and Fridays at 7 o'clock. Sunday's steamer to New Westminster connects with C.P.R. train No. 2 going East Monday.
For Plumper Pass—Wednesdays and Fridays at 7 o'clock.
For Moresby and Pender Islands—Friday at o'clock.
LEAVE NEW WESTMINSTER for Victoria—Monday at 13:15 o'clock; Thursday and Saturday at 7 o'clock.
For Plumper Pass—Thursday and Saturday at 7 o'clock.
For Pender and Moresby Islands—Thursday at 7 o'clock.

NORTHERN ROUTE.

Steamships of this Company will leave for Fort Simpson and intermediate ports, via Vancouver, the 1st and 15th of each month at 8 o'clock. And for Skidgate on first of each month.

BARCLAY SOUND ROUTE.

Steamer Tees leaves Victoria for Alberni and Sound Ports the 10th, 20th and 30th of each month.

KLONDIKE ROUTE.

Steamers leave weekly for Wrangel, Juneau Dyea and Skagway.

The Company reserves the right of changing this Time Table at any time without notification.

JOHN IRVING Manager.
G. A. CARLETON General Agent Victoria

NOTICE.

Government Street, between Courtney and Johnson Streets; is closed to traffic.

E. A. WILMOT,
City Engineer.

The Colonist.

TUESDAY, FEBRUARY 22, 1898.

Published Every Day except Monday by

The Colonist Printing & Publishing Company, Limited Liability.

W. H. ELLIS, - - MANAGER.

TERMS:

THE DAILY COLONIST.

Per year, postage free to any part of Canada.....$10 00
Parts of a year at the same rate.
Per week, if delivered..... 20

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Published Every Monday and Thursday.

Per year, postage free to any part of the Dominion or the United States..... $1 50
Six months..... 75
Subscriptions in all cases are payable strictly in advance.

VANCOUVER:

Branch Office of THE COLONIST, 627 Hastings street. A. GOODMAN, Agent.

ADVERTISING RATES.

REGULAR COMMERCIAL ADVERTISING, as distinguished from everything of a transient character—that is to say, advertising referring to regular Mercantile and Manufacturing Business, Government and Land Notices—published at the following rates, per line, solid nonpareil, the duration of publication to be specified at the time of ordering advertisements:

More than one fortnight and not more than one month, 60 cents.
More than one week and not more than one fortnight, 40 cents.
Not more than one week, 30 cents.
No advertisement under this classification inserted for less than $2.50, and accepted other than for every day insertion.
Theatrical advertisements, 10 cents per line each insertion.
Advertisements unaccompanied by specific instructions inserted till ordered out.
Advertisements discontinued before expiration of special period will be charged as if continued for full term.
Liberal allowance on yearly and half-yearly contracts.

WEEKLY ADVERTISEMENTS—Ten cents a line solid nonpareil, each insertion. No advertisement inserted for less than $2.

TRANSIENT ADVERTISING—Per line solid nonpareil: First insertion, 10 cents; each subsequent consecutive insertion, 5 cents. Advertisements not inserted every day, 10 cents per line each insertion. No advertisement inserted for less than $1.50

Births, Marriages and Deaths, $1.00; funeral notices, 50 cents extra.
Where cuts are inserted they must be ALL METAL—not mounted on wood.

PLENTY OF HARBORS.

A correspondent draws attention to the fact that Senator Scott stated in parliament a short time ago that there is not an ocean harbor on the Canadian coast south of the Alaskan boundary. This is a very remarkable thing to be said by any one assuming to speak with authority concerning Pacific Coast affairs. We are not prepared off-hand to say how many harbors there are on the coast, but we venture to name a few at random, namely: Alice Arm, Port Simpson, Port Essington, Kitimat Arm and Bella Coola. There are others, and in those named we have not thought it worth while to come more than half the distance down the coast from the Alaskan boundary to Vancouver. It seems a startling thing that such ignorance should prevail in high quarters. We are unable to understand how any man who ought to be as closely in touch with the affairs of this country as Senator Scott could possibly make so egregious a blunder. If he followed the discussion of the rival routes for the Canadian Pacific, he would have known better. But even if he were so unfortunate as to be totally ignorant of the geography of the country, one would suppose that he would have taken the trouble to inform himself before making a speech on the subject.

The people of Canada ought to know that there is no lack of the best of harbors on the British Columbia coast, and that, indeed, they are very much better than those further north. A glance at the map will show that the coast is deeply indented, and a moment's perusal of even an elementary work on the subject will inform anyone that these indentations are safe to navigation, with abundance of deep water. We ask, with our correspondent, what the representatives of this province in the senate were thinking of when they allowed such a statement to pass uncontradicted.

THE ALL-CANADIAN LINE.

We are not surprised to learn by wire from Ottawa that Hon. Mr. Turner's telegram to Sir Wilfrid Laurier was heartily endorsed at the Capital. He has undoubtedly taken the only correct position in connection with railway construction to the Yukon. The Stikine-Teslin road is very well as far as it goes, but more is wanted. The line must be extended to the coast. We must be freed from the possibility of interruption by our neighbors. We observe that the Vancouver World thinks that Alice Arm is the best place for an ocean terminus for such a line, but do not think it is correctly informed. We have made as careful investigation into the subject as is possible, and this does not lead us to entertain the view which commends itself to our mainland contemporary. Like the World, we desire to see the best route adopted. If a route to Observatory Inlet is best, by all means let that be chosen; but if that to Kitimat is preferable, we are sure that the World will be ready with its assistance in securing a railway to that point.

As we understand the matter, the engineer sent out by the provincial government last fall did not bring down a favorable report of the route via Alice Arm. He went into the interior for some distance and was obliged to turn back and his report does not give much encouragement to those who contemplate an entrance into the country from that point. It is fair to add that Captain Cunningham is very certain that a good route can be got into the interior from Alice Arm, but it is largely a matter o opinion with him. He said to the COLONIST a few days ago that he fully believed there was an available route, but he added that he could not speak with certainty. He felt, however, that his opinion was much strengthened by the fact that a Massachusetts party which had gone in that way intending to go through to the Stikine had not returned. This seems to corroborate his opinion. It is a fact, however, that the Western Union surveyors found some exceedingly difficult country in about the same latitude as Alice Arm, and were in point of fact obliged to give up their survey; but it is always possible in such a country that available routes may be overlooked by the first people, who explore it.

On the other hand no doubt exists as to the possibility of penetrating the Coast Range from Kitimat Arm by an exceedingly level route. The existence of this way into the Interior has been known ever since the Canadian Pacific surveys. Captain Clifford went over the proposed route last year and found it very favorable. While we differ with the World on this point, we think there is no difference between us as to the necessity for constructing a railway from some point on the coast below the Alaskan boundary. We quote our contemporary's article on the subject in order that, upon a question of this magnitude and pressing interest, there may appear to be no rivalry between us other than in a desire to advance the best interest of the Province and the Dominion:

A passing reference, by no means commensurate with its importance—but which it was impossible for us to dwell upon owing to the late arrival of the steamer from Victoria and the necessity of publishing our special correspondent's report of the proceedings in the Legislature—was made in our issue of yesterday to the Hon. J. H. Turner's telegram of Thursday last urging the Dominion government to immediately consider a measure looking to the speedy construction of a railway from some northerly British Columbia seaport to Telegraph Creek. This additional striking example of Premier Turner's acumen, of his loyalty to and abiding interest in the welfare and rapid advancement of the Province, must appeal in the strongest manner possible to all true British Columbians. With the Victoria COLONIST, we say, "the interests of British Columbia and Canada are at stake, and it is a matter of profound congratulation that the Premier has thrown the weight of his influence in favor of prompt action on the line indicated." Than ourselves, none more heartily endorse the sentiment expressed in the words above quoted, but we are inclined to take issue with our esteemed contemporary in a suggestion contained in the editorial from which the above quotation is made. Speaking of the Premier's telegram, and discussing the question generally, the COLONIST suggests that the proposed line should have its coast terminus at Kitimat Arm, arguing that though the route would be much longer than if built from Alice Arm it should be selected on account of the excellent country it would open up. In this contention we differ. If the feasibility of a line from Alice Arm, Observatory Inlet, is established—and there appears to be no doubt now as to that—it should start from there. While admitting our contemporary's contention, that a road from Kitimat would open up a grand mineral country, one from Observatory Inlet would run through an equally mineralized district, and would at least be 120 miles shorter, a natural advantage of immense importance, in view of the necessity for the early completion of an all-Canadian route to the Yukon. There is time enough for the opening of the country to the south and southeast of Telegraph Creek. What is needed is an all-Canadian route to the north, and that as early as possible. It is only reasonable to believe that through a very much similar country miles of railway can be built and put in operation long before that of 260 miles. Therefore the shortest route—that from Alice Arm—should be selected, unless engineering difficulties make it impracticable, which, from information before us, do not exist.

THE ACCIDENT TO THE MAINE.

A debate on the blowing up of the warship Maine was precipitated in the United States Senate on Friday by a resolution appropriating $200,000 to be expended in raising the remains of the vessel. There were not many speeches, but the temper of those who spoke was such as to make it very plain that if these is a shadow of ground on which to hold Spain responsible for the explosion, there will not be the slightest use on the part of anyone to attempt to curb the war feeling. In vain will men like Senator Hawley, of Connecticut, insist that the country is not prepared for war. They will be swept aside in the rush of popular feeling as leaves are borne forward by a tempest. Indeed there will probably be very little effort made to resist the war feeling. The Secretary of the Navy has officially announced that if the blowing up of the vessel is found not to have been an accident, "decisive steps will be taken in the premises." This can only mean one thing, namely, that war will ensue, for the demands that would in such a case be made upon Spain would be of such a nature that they could not be acceded to.

A late Havana despatch says that all the evidence now points to a submarine mine as the cause of the explosion, and the statement is made that there were no explosives in the part of the ship where the first flame was seen. This seems a late date at which to make such a discovery, but there seems to be some reason to believe that facts are known to the authorities which have not yet been made public.

Meanwhile there is great activity in naval and military circles all over the United States. The troops at the principal army stations have been directed to get ready to move at a moment's notice. Orders have been received at San Francisco to exercise the utmost vigilance in guarding the guns there. At Boston "rush" orders have been given to the force employed on the fortifications, and at the Norfolk navy yard work is being pushed night and day on the torpedo boats. It is true that the Assistant-Secretary of the Navy denies that this activity has any connection with the Maine affair, but if it had, he would be very likely to deny it.

A WASTE OF TIME.

Mr. Speaker is likely to have an opportunity to assert his right to enforce the rules of the house when a discussion of the several paragraphs of the address is attempted. We think the point taken by Mr. Hunter a good one, namely that a member cannot properly under the rules, when speaking to a paragraph, enter upon a general discussion of the whole address, or the general state of the province, but must confine himself to the particular paragraph under consideration. Mr. Speaker will no doubt see that, whatever the rule may be, it shall be strictly adhered to, for he must be satisfied, as every one else is by this time, that the members of the opposition are simply wasting the time of the house to no good purpose.

In spending so many days debating the address, the legislature is departing from the practice usually followed. The address is little more than a formality. Alpheus Todd, in his "Parliamentary Government in England," says:

It has become the practice to treat the several topics contained in the speech in a manner which does not oblige the houses, in their address of thanks, to pronounce any opinion upon questions of a doubtful character, but rather enables them to reserve for separate discussion upon subsequent motions all matters upon which there is likely to be any material difference of opinion among members of the legislature.

Lord John Russell, Lord Palmerston and Sir Robert Peel are cited as authority for this proposition, and the speech delivered from the Throne at the opening of the session was framed along lines in keeping with this rule. In another place Dr. Todd speaks of the speech as "reciprocal acts of courtesy between the Crown and the houses of parliament." In all his references to the address he seems to regard it as a mere formality, and says it is "rare and exceptional" that it is made use of for any other than mere formal purposes.

We do not deny the right of members to discuss on the moving of the address all matters relating to the general welfare of the province. We simply say that it is unusual to do so, and that it is against the spirit, as we believe it is against the letter, of the rules of the legislature for members to attempt, on each paragraph being taken up, to go over the whole ground covered in the debate on the first motion. We hope Mr. Speaker will interfere to prevent such a gross waste of time as seems probable. If the rules of the house will not permit him to confine the debate within reasonable limits, we suggest that the government should permit the opposition to do all the talking and thus put the responsibility for the loss of time where it belongs.

"IT is a long way from Mr. Gladstone to Mr. Turner," says the News-Advertiser. In point of erudition, comprehensive statesmanship and world-wide renown, this is quite true; but when it comes down to what affects the honor of a man, Mr. Turner or any other gentleman is the peer of Mr. Gladstone or any statesman that Europe ever produced. We confess to be totally unable to comprehend the intense smallness of the man who attempts to belittle the standard by which his associates must be judged. Perhaps the fact that they are his associates may lead him to do so. It is said that a man is known by the company he keeps; and there is much truth in the idea that one whose conceptions of honor are rudimentary is very apt to impute dishonorable motives to any one, simply because he knows his own readiness to do dishonorable acts, and cannot conceive that persons who have been ever so remotely in touch with him can be above such things.

THE statement is made at Washington that if provision is not made for the issuing of miners' licenses at Lake Tagish the United States will close the sub-ports of Dyea and Skagway. We think it hardly possible that such a position will be taken by the United States government, but if it is, the proper response to make is to decline to issue licenses to any except British subjects. The ground on which the demand is to be made is said to be that Canada is discriminating against United States miners. This is untrue. There is absolutely no discrimination against the miners of any nationality. No man, no matter whether he is a British subject or an alien, is allowed to purchase licenses on the frontier.

C. J. MCLENNAN, who has charge of the advance expedition of the Klondike Mining, Trading & Transport Corporation on the Stikine, says that the United States custom house officer at Wrangel has extended every courtesy to him and is disposed to make matters as agreeable as possible to people entering Canada by way of the Stikine river. This is quite in accord with what we have been led to expect would be the case.

THE Secretary of the Board of Trade informs the COLONIST that arrangements have been made to enable the Seattle Agent of the Board of Trade to meet the points made in the extracts from a letter printed in the COLONIST on Sunday. These arrangements were authorized last week. The Secretary also wishes the COLONIST to say that if any of the subscribers to the Advertising fund desire to see how the money is used, they are at liberty to inspect the books of the committee at any time.

THE COLONIST has received a copy of certain preambles and resolutions adopted at a meeting held in this city on Sunday. Being unable to discover any good purpose that can be served by their publication, but on the other hand being satisfied that to print them would inevitably open the door to a most objectionable controversy, we have decided to decline to give them a place in our columns.

THERE is a renewal of the demand for representation for British Columbia in the Dominion cabinet. All the arguments for this have been made over and over again. They are simply growing stronger as time passes; but we have not observed that they are receiving much more consideration at the hands of Sir Wilfrid Laurier.

THE Post-Intelligencer thinks it "paltry" that United States soldiers are permitted to go through Canadian territory only when their arms are carried as baggage. It is a concession that few countries in this world would grant to the soldiers of any other country.

LIEUTENANT JENKINS, of the battleship Maine, could have escaped from the explosion, but, true to his sense of duty, he hurried to take command of his gun, and went down with the ship. This is the sort of courage that appeals to the Anglo-Saxon heart.

UNCLE SAM had better send that relief expedition of his down to Victoria to spend the summer. We will take real good care of them, and they can go into Alaska over the Stikine-Teslin railway next fall.

THERE does not appear to be any particular reason why the debate on the address should ever come to an end.

WE suppose someone will want the Washington government to complain at Ottawa because the customs house in Victoria is not opened on Sunday.

AT the rate the railroads are cutting the price of tickets, it will soon be cheaper to travel than to stay at home.

BY WAY OF VARIETY.

"Are you the boss of the house?" inquired the man at the door. "No; I'm only the boss' understudy," was the much-married man's answer.—Yonkers Statesman.

Young lady—How old would you take me to be, Baron? The Baron, bowing—Ah, mademoiselle, how can I say? For your accomplishments tell me what your looks deny.—Truth.

The Early Christian: Teacher—What do you know about the early Christians? Tommy—Our girl is one of 'em. She gets up in the morning and goes to church before breakfast.—Indianapolis Journal.

First passenger (irritably)—Where are your eyes? Celtic passenger (pleasantly)—In me head. First passenger (warming up)—Well, can't you see my feet? Celtic passenger [more pleasantly]—No; ye have shoes on.—London Judy.

Complainant—Sure, my husband is drunk 24 hours the day, your honor. Judge—All right. Shall I give him six months? Complainant [hastily]—Oh, no, no, your honor; he's a good man when he ain't in his cups.—New York Journal.

"This year's wheel may be chainless," remarked the observant boarder, "but—" "But," added the cross-eyed boarder before the other man could finish his sentence, "this year's L. A. W. politics is not chinless."—Pittsburg Chronicle-Telegraph.

Could Not Understand It.—"There's one thing," said the practical joker, "that I could never understand." "What is that?" "Why, when I can pick out such genuinely witty comic valentines to send to my friends, they should make such blundering and brutal selections to send to me."—Washington Star.

Willing.—"I want you to make me a Newmarket coat," said she to the dressmaker. "But it isn't the prevailing fashion to have lengthy wraps." "I don't care. I am invited to a whist party, and the gentleman who is to be my partner told me to be sure not to forget my long suit."—Washington Star.

Clara—Well, aunt, have your photographs come from Mr. Snappeschotte's? Miss Maydeval [angrily]—Yes, and they went back, too, with a note expressing my opinion of his impudence. "Gracious! What was it?" "Why, on the back of every picture were these words: 'The original of this is carefully preserved.'"—Tit-Bits.

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A MEETING of the sports committee of the Fifth Regiment will be held in the band room of the Drill hall at 8:30 this evening.

A COUPLE of small boys have been taken in by the police on a charge of robbing hen roosts, and in this connection half a dozen chickens are awaiting an owner at the police station. They are the only recently incarcerated prisoners in the coop.

THE Lindley Stock Company's performance of "May Blossom" not only drew a full house but was received with more favor than any play given during the engagement. The company all appeared to advantage, more especially Harry Lindley as Parson Bartlett, who gave an artistic representation of a different role to any he has yet appeared in. Miss Mathes as May Blossom and Mr. Chapman as Steve rendered their different parts in a clever manner. Little Myote's scene of the burial of the bird was prettily given. To-night's bill is "The Upper Hand," a play which gave great satisfaction on its former presentation here.

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FROM NORTHERN PORTS.

Three of the Home Fleet Return Yesterday —The Wreck of the Corona.

Within the last twenty-four hours three of the northern fleet the steamers Danube, Tees and Thistle have returned from Skagway, Dyea and Wrangel, bringing in all twelve Dawsonians. The Tees was the last to make port, arriving early in the afternoon, while the others came in during the morning. The Tees was the last also to leave Skagway, having started on its return voyage last Tuesday night. Her passengers down were from Dawson: E. M. Sullivan, J. E. Scobell, J. McLand, E. T. Hartland, H. W. Hartland, C. E. Thompson, C. W. Blattner. From Skagway: C. B. Beeson, W. Ramage, T. Ramage, J. T. Ramage, M. Begomstad, J. T. Elliot, H. B. Kelley. From Wrangel: G. H. Biler, J. L. Alcock, J. J. Vanderskal, C. J. Gowland, C. A. Mead, J. K. McRae, and R. Breherbox.

The Danube left Skagway several days before the Tees and spent two days at Juneau discharging coal for the Treadwell mines. A further delay of part of a day took place at Union while coaling. She brought down but five passengers and these were Messrs. J. W. Beall, J. A. De Bech, S. Paulson from Dawson, and W. H. Laing, from Lake Bennet. On the Thistle only three passengers arrived, two being from Skagway and the third from Wrangel. Each of the three vessels report having experienced rough weather and of having met a large fleet of north bound craft, among them being the Islander and Joan from Victoria and Vancouver. The Thistle on her way down stopped at the Corona wreck, from whence she brings a mail. The steamer Maude was then anchored alongside the stranded ship, but no divers had as yet been sent down to work, the time thus far spent by the wrecking expedition having been utilized in arranging the pumps on deck the Corona and getting everything ready for action. The Elder, Barbara Boscowitz and Mischief were passed on the way down and the latter two should arrive to-day. Capt. Butler says the Louise, which the Boscowitz convoyed North, is now running between Wrangel and the Stikine and is kept very busy. The day he was at Wrangel she had made four trips, and on each run carried a big crowd of passengers. While the Boscowitz was at Mary island there was some talk of her being held by the American custom officer.

THE AMUR ARRIVES.

Latest Addition to the Victoria Fleet Arrives for Northern Service.

The Klondike Mining, Trading and Transport Corporation steamship Amur arrived on Sunday to enter the Northern freighting and passenger business. She was last reported at Honolulu, which port she reached on February 5 en route from North Borneo after a terribly severe passage that lasted 16 days. During the voyage she was thrown on her beam ends, her coal cargo shifted, two boats were crushed and the charthouse stove in. After leaving the Hawaiian capital more bad weather was encountered, the worst being experienced ten days out from Honolulu, or one from this port. After all this rough experience the steamer, to the casual observer, looks none the worse, and she is in fairly good condition. She will go around to the Esquimalt marine ways to-day, and her managing owners expect to have her ready for the northern business inside of a week.

For a vessel of only 1,000 tons of all steel construction and of powerful machinery, the Amur is a remarkably roomy ship, and is a very valuable addition to the home fleet. She is schooner rigged, flush decked fore and aft, and her lines are graceful, as well as ensuring steadiness. There are two large hatches, one forward and the other aft, and these lead into holds that a ton of freight would be almost lost in. A comfortable saloon, furnished after the fashion only seen in English built craft, is found in the steamer, and in every way the ship is admirably suited to her new line of trade. Her average speed is between 11 and 12 knots and this is given by triple expansion engines of 150 horse power.

The Amur was built in Sunderland about eight years ago. Her most recent service has been in the Australian coasting trade. Prior to this she was in the coasting business in Chinese waters, and during the war between China and Japan acted a transport for the latter country. Her first trip on Pacific waters was from England to Siberia, and on that voyage she carried out to the river after which she was named a large number of river boats in sections that were to be completed and used on the Amur. She carries a crew of about 25 men, these at present being partially made up of blacks from the Far East. The ship is in command of Capt. Chas. Mears.

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SHIPWRECK AND DEATH

Three Vessels Bring Tidings From the Treasure Seekers of the North.

Fresh Particulars of the Dreadful Disaster on the Unfortunate Clara Nevada.

Three Klondike steamers, the Danube, Thistle and Tees, arrived yesterday from Skagway, the last having as passengers J. E. Scoville, of Syracuse, N.Y., with six companions direct from Dawson, and the latest Klondikers out. They state that a mine-owners' trust has been perfected at Dawson, by which practically all the claims on Bonanza, El Dorado, Hunker, Sulphur and Dominion creeks, with their affluents, will be worked under one directorate and on most approved scientific principles. The Yukon and California Telephone Syndicate is the title of the combine, of which Dr. P. J. Benoit LeBlanc is president; "Big Alex." McDonald, general manager, and E. M. LeRoy Pelletier, of Harpers' Weekly, secretary-treasurer. The primary object of incorporation was to obtain telephonic communication from various camps to Dawson, and telegraph service thence in due time to civilization, hence the name under which the combine was formed and will seek Dominion incorporation.

The newcomers of yesterday relate many instances of suffering and even death from the cold on the trails leading through the mountains from the Lynn Canal, the most pathetic of which unfolds a tale of simple heroism the central figure in which is an unnamed woman of the Dyea tribe. She with her babe and one other squaw was accompanying a party of five male Indians over the trail from Lake Lindermann, when overtaken by a fierce storm at Crater Lake, in which the women, either purposely or intentionally, were dropped from the safety rope and lost by the party. The unencumbered woman staggered on in the direction their late companions had taken, promising to return with aid if she herself lived; the mother with her child waited for death in the tempest. When her body was found the morning following the tale of her mother-love was mutely but eloquently told. She had as the cold grew more and more intense, practically stripped her own poor body to wrap the garments about her child. It was found warm and well by the rescue party of whites the following day, held in fixed arms to the lifeless but faithful heart of the mother, who had given her life for its preservation.

The Thistle on her way down passed the wreck of the Clara Nevada, located by broken spars and wreckage, on the westernmost point of Eldred island in four fathoms of water. There it had been discovered by the steamer Rustler, despatched on a 200-mile search from Juneau in the hope that some survivors of the disaster might be found. None were, nor any bodies, the conclusion being now more than ever forced that every one of the twenty-eight passengers and twenty-five of a crew on board perished. Inspection of the hull of the Nevada by divers discloses that the theory of her destruction by the explosion of her boilers was the correct one, the vessel being torn and twisted amidships so that her floating life after the explosion must have been limited to seconds, while the weather was too rough for the boats to avail anyone.

There is good reason to believe that a considerable sum in treasure was received on board at Skagway, and to make search for this—as well as any bodies that may be in the hulk—the divers will make another explorasion of the wreck this week. Feeling runs high at the Lynn Canal ports against the inspectors who permitted the Nevada to leave the Sound, incompetency of officers being freely charged, as well as that the boilers were leaking so badly when the ill-starred cruise was commenced that no fireman could work around them without being scalded. The matter is to be made the subject of a formal report, with a request that criminal proceedings be initiated.

A KLONDIKE TRUST.

Syndicate Formed to Control and Work the Different Creeks—Telephonic Communication to be Established.

Not many hours after the Danube reached port, the C.P.N. Co.'s steamer Tees made her appearance from Skagway, Dyea and Wrangel yesterday, bringing among her passengers a party of seven from Dawson. They all left the golden city at practically the same time —with perhaps a day or two intervening. They are E. M. Sullivan, of Victoria; J. E. Scoville, of Syracuse, N.Y.; J. McLeod, who has been several years in Alaska and the North-West; E. T. Hartland and H. W. Hartland, brothers from Chicago; C. E. Thompson, of Tacoma, and C. W. Blattner, of Chicago.

Mr. Scoville left Dawson on January 9 with a train of three dogs and reached the coast over the Skagway trail on February 12. He went into the country last November and is a partner of E. M. LeRoy Pelletier, correspondent of the Harper publications, and who remains at Dawson to look after the mining interests of both. Perhaps the most interesting news that Mr. Scoville brings concerns the formation of a syndicate or trust at Dawson by which it is proposed by combination of the claim owners to work their properties on the most approved and scientific basis. This pool is known as the Yukon and California Telephone Syndicate, of which Dr. P. J. Benoit Leblanc is president, Mr. Alexander McDonald—Big Alec McDonald—general manager, and E. M. LeRoy Pelletier secretary and treasurer.

"I cannot give you all the details," said Mr. Scoville in conversation yesterday at the Queen's hotel, "but the general idea is to secure the co-operation of the mine owners in a gigantic trust to cover Bonanza, Eldorado, Hunker, Sulphur, and Dominion creek. We intend also to get in a telephone plant to connect the various creeks with Dawson City. It is, in fact, to get these supplies that I have come out to the coast. Alec. McDonald, the general manager, is the Barney Barnato of Dawson, and holds immense interests in the various creeks, and there are many of the other biggest claim owners in with us. The trust is formed just so that the mines can be worked to the best advantage, the owners of the mines being the stockholders."

The first intention in organizing the syndicate was, Mr. Scoville explained, for the purpose of getting telephonic or telegraphic communication with the outside world and he came to the coast empowered fully to act as he considered best in the interests of the syndicate. He saw, however, that for the present at least such an undertaking was too gigantic even for Dawson, and in the meantime the first steps to be taken will be to get in material for telephone lines between Dawson and the various rich creeks. Consequently he speaks as confidently as possible of a "hello girl" sitting at central in Dawson; calmly taking such messages as: "Tell Jim Smith to send out his dog teams to Hunker to bring in a ton of gold."

The Hartland brothers and Mr. Blattner came out together, and intend taking in fresh supplies. They have interests in a number of claims, and are well satisfied with the country. They left after Peterson and others who came on the City of Seattle, but have no more recent news. Mr. Hartland rather discredits stories of new finds, for as he says: "You hear of big strikes all the way from Dawson to the Hootalinqua, but I don't go much on such stories unless I see the gold itself, and I did not."

All the new arrivals unite in saying that there is no danger of grub running very short, but owing to the want of variety in beans, bacon and flower diet, there is an unpleasant prevalence of scurvy in Dawson at present. The Mounted Police come in for a great deal of praise from the Dawsonians, who unite in saying that Col. Walsh's order that everyone going in must be provided with at least 1,000 lbs of provisions, should be kept in force as a common sense way of obviating disaster to foolish persons who do not realize the position of affairs. The party did not come across any accidents, with the exception of a few people with frozen ears or feet. The worst was a lad of 18 at the Five Fingers. His feet had been so badly frozen that they had to be amputated, and the surgical operation was so clumsily performed that the bones protruded through the flesh and a second amputation will be necessary.

E. M. Sullivan, well known to Victorians, is at the Oriental and was kept busy yesterday afternoon shaking hands with his friends. He has been trading most of the summer, and brought back from Dawson a gripsack with a heavy weight of gold dust in it. J. McLeod, who is at the Dominion, is an old-timer in the Yukon, as old-timers go, and has mined in Alaska as well as in the Canadian Yukon for a number of years.

VAN ANDA ALL RIGHT.

Thirty Tons Sent to Swansea Has Given Excellent Results—The Development Work.

The experimental shipment from the Van Anda mine by the steamer Tekoa, in October last, of thirty tons of copper ore to Messrs. Vivian & Sons, Swansea, has given very satisfactory results. The gross returns of this shipment gave £241 15s. 10d., averaging about $40 per ton, the copper going 17½ per cent.

The new working shaft is now completed and timbered all the way down. The owners are steadily developing this valuable property, sinking the shaft 200 feet, and it is in contemplation to make continued shipments to Swansea when reasonable freight offers.

The medical properties of Hall's Hair Renewer to invigorate the scalp, remove dandruff, restores the hair and its color, surpass anything of its kind.

PERSONAL.

F. F. Courtney and wife, who intend residing in Victoria in the future, are at the Victoria hotel.

S. M. Robins, superintendent New Vancouver Coal Company, Nanaimo, is in town for a few days.

Friends of John C. Callbreath will be pleased to hear that he left St. Joseph's hospital yesterday morning completely restored to health. He is now at the Oriental.

SANITARY OFFICER CHIPCHASE, accompanied by Dr. Fraser, city health officer, took a trip to Darcy island yesterday, taking with him the quarterly supplies for the colony there situated. Since his last visit no deaths have occurred in the colony, although one victim of the dread disease is at present in very low condition, having been bedridden for weeks.

Waterproof canvas coats sheep lined for Klondike trade. B. Williams & Co.

TO MINERS AND OTHERS

We have not the largest store in the City, but we guarantee the packing, quantity and quality of our Goods. All orders are put up under our personal supervision. We have no drummers, therefore PAY NO COMMISSIONS. Our Prices are reasonable

WATSON & HALL
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Ho! For Klondyke!

OGILVIE'S HUNGARIAN FLOUR

PUT UP IN 8 OZ. DUCK BAGS

Expressly for Klondyke Business, is the BEST AND CHEAPEST BRAND IN THE MARKET.....It is made from MANITOBA HARD WHEAT, and will produce at least Twenty-five to Forty Pounds more bread to the barrel than soft wheat brands.....Save weight and freight and take.....

OGILVIE'S

Imported Sardines

Two Tins for 25 Cents.

Delicious for an afternoon tea, or for luncheon. Hurry if you'll have some.

D. R. POTTINGER,
"The Ideal," 96 Yates Street.

A SINGLE FACT

Is worth a ship load of argument. Mr. J. S. Platt, of Portland, after a careful comparison of prices in the various outfitting stores in Victoria decided to give us the order. He says: "While some of your goods are no lower in price than asked by others, I find that I can save considerable money by buying a complete outfit of clothing from you." The above facts are genuine and can be substantiated by a careful comparison of our prices for a complete outfit . . . .

CAMERON,
The Cash Clothier, - 55 Johnson St.

RALPH CHURTON Auctioneer
The Auction Mart
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Has had 15 years' practical experience with well known firms of Auctioneers in England, and all business entrusted to him will receive his prompt and personal attention.

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Heintzman, Nordheimer, Bell and Dominion Pianos.
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Columbia BI
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KNIVES FORKS AND SPOONS STAMPED 1847 ROGERS BROS. ARE GENUINE AND GUARANTEED BY THE MERIDEN BRITANNIA CO. THE LARGEST SILVER PLATE MANUFACTURERS IN THE WORLD.

NOLTE
For CORRECT GLASSES 37 COME TO + US. +
FORT ST.

NOTICE.

The business lately carried on by me at No. 61 Government St, Victoria, has been acquired and will in the future be carried on by the Victoria Book and Stationery Co., under the management of MR. H. S. HENDERSON.

Dated the 27th January, 1898.

ROBT JAMIESON.

— THE —
VICTORIA BOOK & STATIONERY CO
H. S. HENDERSON, Mgr.
61 Government St. : : Victoria, B.C.

F. ELWORTHY—Balance-sheets prepared, accounts audited, general agencies taken. Office, Board of Trade Building. au30-tf

3 DAYS

And To-Day is all that remains in which to close out the Dry Goods contained in

THE CITY HOUSE.

Store will be closed on Thursday, the 25, in order to arrange auction Sale which will begin on FRIDAY, the 26th, at 10:30, and every article be cleared out by Mr. Joshua Davies in short order. Meanwhile you can get goods at

Your Own Price

A Baby's Eyes Are Sharp . . . .

And our Spectacles and Eyeglasses will restore your sight to the sharpness of a baby's. We have also a large stock of Miners' Magnifying Glasses, Pocket and Boat Compasses, and Eye Protectors, suitable for the Klondike trade . . . .

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Gum Boots, With Leather Soles, Moccasins and Arctics, Miner's Boots, Etc.

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— — ESTABLISHED 1859 — —
Miners Bound for Klondyke
Call and inspect our Heavy Stock of

Bob Sleighs	Shovels	Tents
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4 CROWN SCOTCH WHISKEY

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— — ALSO — —

Corby's Rye Whiskey

In Bond and Duty Paid

TURNER, BEETON & CO.

STILL IT'S PROLONGED.

The Opposition Now Desires to go Over the Speech Again, Clause by Clause.

Objection to the Delaying of the Country's Business—Interesting Questions Answered.

Although the majority of the government members confidently anticipated that yesterday would witness the close of the debate on the speech from the throne, such was not to be, the opposition, after the last of their number save one had discussed the complete address, expressing a desire to re-commence the debate by taking up the consideration of the message seriatim. Whether this will be done has yet to be determined —the point was not yet decided when the house rose last evening, Hon. Mr. Pooley having moved the adjournment of the debate.

After prayer by Rev. J. F. Betts.

PETITIONS DEALT WITH.

Mr. Graham presented the petition of the people of Kettle river, for road improvement.

The petition of Edmund Elkins and other residents of Chilcotin, for better protection of life and property, was at first held to be out of order as involving an expenditure of public money. It was subsequently ruled admissable and received—as were also the following:

From the Canadian Pacific Navigation Company—For an extension of their corporate powers.

H. Maitland-Kersey and others—For incorporation of the Omineca Railway Company.

Sir Charles Hibbert Tupper and others —For incorporation of the Argenta-Dawson-Duncan Railway Company.

H. Hirschel-Cohen and others—For incorporation of the Portland & Stikine Railway Company.

Thomas Earle, A. C. Flumerfelt and D. R. Ker—For incorporation of the East Kootenay Valley Railway Company.

PRIVATE BILLS REPORTED.

Two reports were presented by the private bills committee, the first of these —handed in by Mr. Smith, as acting chairman, Saturday—reading as follows:

"Your select standing committee on Standing Orders and Private Bills beg leave to report as follows: That they have considered petition No. 6, of the Arrowhead & Kootenay Railway Company, and find that the standing orders have not been complied with, as the notice published does not cover the alternative route asked for via Duncan river; but as notice has been given of the company's intention to apply to the Dominion Parliament for a Dominion charter, and in this notice such alternative route is provided for, your committee is of the opinion that the standing rules should be suspended so as to admit of the bill being introduced, and your committee is further of the opinion that should the house think fit to suspend the rules to allow a bill to be introduced in accordance with the petition it should be on the term of double fees being paid, and your committee recommend the same accordingly. Your committee has also considered petition No. 3, the petition of the North Star & Arrow Lake Railway Company, and find it complies with the standing rules."

A second report, presented by the committee chairman, Mr. Hunter, stated the rules of the house to have been complied with in the case of the Kootenay & Northwestern and the Southwest Kootenay Railway Companies petitions.

Both these reports were received.

LANDS AND WORKS REPORT.

Hon. Mr. Martin presented the report of the lands and works department for 1897.

PRIVILEGE.

Mr. Forster, to a question of privilege, again complained to the Speaker of difficulty in securing organization of the Public Accounts committee, also stating that the officials of the treasury refused to permit individual members of the committee to have access to the records of the department. He charged that the government and its members on the committee were seeking to evade their duty on the pretence that the business of the committee could not proceed without the presence of a member as yet absent from the city.

Hon. Mr. Turner replied that there was no occasion for the warmth displayed by the member for Delta. Mr. Rithet, the first named member of the Public Accounts committee, had been expected to take his place in the house ere this, but had been unavoidably detained. He had never before heard a committee of the house attacked on so slight a ground. The fact appeared to be that the members of the opposition on the committee were afraid to have the senior member for Victoria present, and so were desirous of pressing the work of the committee forward before he could get here. To facilitate the organization and preliminary work of the committee the Premier proposed that Mr. Hunter act temporarily for Mr. Rithet on the committee.

Mr. Semlin objected to this temporary arrangement, holding that Mr. Hunter had already been allotted his full share of work in connection with the work of the Private Bills committee.

Mr. Cotton, Hon. Col. Baker and Mr. Sword followed, the latter charging that the Public Accounts committee had been purposely prevented by the Premier from entering upon its duties.

Hon. Mr. Turner objected to this remark, maintaining that such an insult had not been offered to a committee of the House during his parliamentary career in the province. He hoped that the member for Dewdney would "go down on his knees before the committee before the close of the session and make an adequate apology." There was no precedent for the opposition members to prematurely hasten the work of an important committee before an important member of the committee could arrive.

Mr. McGregor, the third named member of the Public Accounts committee, denied emphatically that he had not been ready to proceed with the committee's work. It was not his duty to call the committee together, and — while resenting the insinuation that the Premier had been responsible for delay in the committee's organization—assured the complaining members of the opposition that when the committee was properly convened, he would be found on hand ready for business.

Major Mutter, the second member of the committee, also repudiated the contention of the members from Delta and Hunter act temporarily for Mr. Rithet on the committee was accepted by the house, and the incident here terminated.

THE DEBATE CONTINUED.

Mr. Cotton (Vancouver City) continuing the debate upon the speech from the throne, said that the incident just past emphasized a point which he wished to make—that although the debate had now progressed for an entire week, the opposition had as yet been unable to extract information from the government on any salient points of public policy. The Premier and the Attorney-General smiled at this—he had noticed that they always smiled when they could make no reply. He supposed that when the members of the opposition had concluded their arraignment, the remaining members of the cabinet would close the debate and blandly observe "what can you ask more?" (Hear, hear.)

Taking up the speech itself, the junior member for Vancouver took exception to the array of figures presented by the mover of the reply, proceeding then to a financial analysis in an effort to demonstrate that although the revenue of the province had expanded, and was expanding, the people of British Columbia at the present time are less able to pay the taxes than they were a few years ago. Tax paying ability he held had not kept pace with the increase of population, although in a prosperous country the increase of wealth should surpass the growth of population. Another indication of provincial retrogression rather than progress, was found, in his opinion, in the iniquitous mortgage tax, and in the fact that of the increased revenue no less than $304,000 last year came from Kootenay in the form of fees from free miners' licenses and as general mining receipts. As to general taxation, the rate at present was more than the public could bear. Having, as he expressed it "effectually demonstrated the fallacy of the figures brought forward by the senior member for Cowichan-Alberni"—Mr. Cotton proceeded to a consideration of provincial expenditures as shown by the provincial accounts, objecting on principle to the items appearing under the head of "miscellaneous," to the increased per centage of cost to the province under the civil service list, to the unfair importance placed upon the stated increase in the cost of education, the expenses of which he maintained had in reality fallen off, and to what he termed the reduced expenditure on necessary public works, declaring that the increased expenditure under the present administration had been for the operation of the government rather than the development of the province. He objected to the cost of provincial loans and charged that the government had completely failed in its loan conversion policy and had now been forced to an abandonment of that plank in the policy. The government's railway policy he also held to have been unsatisfactory in results, the Shuswap and Okanagan railway project being quoted as a first example of failure. The government, it was held, had assisted this road to an extent greater than the cost of construction warranted; and had afterwards actually assisted to secure construction of the Kaslo & Slocan road, although that line was designed to be an active competitor for the business of another state-aided road—the Nakusp & Slocan. Had it not been for the loss of traffic by the latter road through the Kaslo & Slocan, it would not have become a burden upon, but rather, a benefit to the people. In connection with the promised road into the Boundary Creek country, when the Chief Commissioner took his trip into that country last fall in company with Mr. E. M. Johnson ——

Hon. Mr. Martin—I deny that. When the third member for Vancouver states that I made any tour in the company of Mr. E. M. Johnson he is making a statement that is untrue.

Mr. Cotton—I hope the Chief Commissioner will withdraw the expression.

Hon. Mr. Martin—I will do nothing of the kind. I state what is true and what I am prepared to prove on the floor of this house.

Mr. Cotton replied that he felt compelled to credit the Grand Forks paper from which he quoted, and which reported Mr. Johnson as speaking in enthusiastic praise of the government, and more particularly the administration of the Lands and Works department.

Hon. Mr. Martin three times denied his alleged association with Mr. E. M. Johnson on the trip referred to, whereupon

Mr. Cotton gave the assurance that he had no intention of imputing anything offensive. Mr. Johnson was a gentleman of great diversity of talent, from whom the Chief Commissioner might obtain advantage rather than injury. He took the position that he had a perfect right to contradict the statement made by the Chief Commissioner at this Boundary Creek meeting to which he alluded—notably that the government had made an arrangement with Mr. Heinze for the immediate building of a road into the Boundary Creek country that was defeated solely through the antagonism of the opposition. That was a fact he (Mr. Cotton) denied. Mr. Heinze had applied to the Dominion government for aid, without which he declared to the Railway committee that construction of the line would be impossible, but had not secured it. Neither had the Victoria, Vancouver & Eastern been able to secure federal assistance for their rival project for opening up the Boundary Creek country—simply because of the imbecility of the local government in not reconciling the conflicting interests of the rival roads before they came to the Dominion with their applications. As to railway policy generally, he held that the extravagant aid given in the past to foster railway building in British Columbia had had the effect of discouraging rather than assisting legitimate railway building, for here promoters waited to receive state aid where on the other side of the boundary they were ready to construct their lines purely as business investments. As soon, he declared, as the railway promoters and chartermongers could be made to understand that the people of British Columbia would no longer build roads for them, just so soon would they build roads for the people of British Columbia. The land policy of the government was condemned in general terms as indefinite and calculated to retard settlement rather than assist it, while the principle from Dewdney, explaining clearly the position of the entire matter. He had been unable to be in town Saturday, but if Mr. Rithet had not returned to Victoria by to-morrow, he was quite ready to convene and proceed with the organization of the committee.

The Premier's proposal that Mr. of the land and works office was held to be not the carrying out of well considered public works for provincial development, but the assistance with work of political friends or unfortunate residents throughout the province. Briefly he held that in no department had the government any consistent or satisfactory policy that would commend itself to the electors. As for the Yukon railway deal, he would not look upon British Columbia as a junior partner with the Dominion in the matter. The proposed road would, he maintained, assist chiefly the development of the mines of the far north—beyond British Columbia —and aid, supplementing the federal assistance obtained, should come from this quarter—not from this province. The Dominion should be made to see that British Columbia was not to be interfered with in her provincial rights—here Kipling's words again applied:

Daughter am I in my mother's house,
But mistress in my own.

With reference to redistribution, the junior member for Vancouver held that that this should be the first measure presented for consideration by the house—also that as the world is not supposed to come to an end in 1901, when the general census is to be taken, a final and complete redistribution of the provincial representation is ripe for adoption. His closing remarks were in the nature of an attempt to prove by the files of the Vancouver World that Dr. Walkem (South Nanaimo) had forsaken the government.

Hon. Col. Baker, who followed, gracefully congratulated the mover and seconder of the reply, and expressed the opinion that no one could fail to appreciate the special importance attaching to the present session as the first in the magnificent new buildings, or grudge due praise and acknowledgment of the artistic taste and sterling ability of the young architect who had conceived and carried to completion the imposing pile of which British Columbians were so properly proud—a monument for years to come of the confidence of the government in the country and of the financial stability of the province. It was also right, the Provincial Secretary maintained, to bear testimony to the capacity of another gentleman largely responsible for the carrying out of the architect's ideas, Mr. Howell, the clerk of the works, to whose skill, experience and unswerving devoting to duty a full measure of appreciation should be extended. The contractors and the department of land and works were also entitled to their share of credit. The completed work, Hon. Col. Baker continued, reminded one of the familiar quotation, "sermons in stones," for looking across the narrow strip of water to the humble buildings of the Hudson's Bay Company one could not but reflect upon the rapid and satisfactory changes that have taken place in the province during the years that have elapsed since the erection of this landmark of commercial enterprise, and until the sermon in stones was completed and occupied by the legislature, for the administration of the affairs of the province. The hon. gentleman proceeded to trace in eloquent language the development of the province since the difficult days of the pioneers, up the tangled path of civilization to the completion of the stately buildings now sheltering the house of assembly. The sermon in stone preached by the new buildings was one, he maintained, that would force itself upon every thoughtful man and was pregnant in significance that British Columbia was fulfilling and would fulfil its true part in the destinies of the Empire. Passing to the opposition's criticism on the speech from the throne, he remarked that the leader of the opposition had seen fit to attack the administration of his department as minister of mines. He had led the house to infer that considerable loss of life had occurred in the Kootenays, and that the safety of miners there was in danger because the government had failed to appoint what he was pleased to call "a metalliferous superintendent of mines." What kind of a fossil this was he could not say, but at any rate the government had nothing to do with it. As a matter of fact, there had been no loss of life in the Kootenay through there having been no inspector of mines. Since 1885, he found that the only fatal accidents had been as follows: In 1896, five men were killed by an explosion of carlessly handled dynamite; in 1897 one had been drowned; and in January of this year a mine manager at Rossland had fallen down the shaft and been killed. None of these accidents was in any way attributable to the government or its officials, nor could any of them have been prevented by the most rigid inspection. Last year legislation was perfected for the protection of miners, and an amount was placed upon the estimates for an inspection of metalliferous mines. As in the early part of the year but few mines were operating in the province, it had not been thought necessary to make this appointment immediately. Mr. Carlyle, in his tour of the province had, however, been particularly instructed to see that all mines visited were provided with every modern facility for the protection of the miners and in compliance with existing laws. This he had done, and done thoroughly, advising when the operated mines became more numerous that the time for the appointment of an inspector had arrived. The official had then been appointed, but as yet had found no mines that had not met the requirements of the law in their equipment to ensure safety. The member for New Westminster City had said that the government had delayed appointing this inspector because they were afraid to offend anyone in the constituency. He had shaken his head when this was said, and the member for Westminster had then observed that at any rate he had said this so often and heard it said without contradiction, that he had come to believe it. This was the way with all the opposition's arguments. The policy of the preseht government could be well expressed in three words —"active, legitimate development." In comparison the opposition policy appeared to be "increased taxation, or starve the public works." Having dealt clearly yet convincingly with the satisfactory system adopted by the government in charging for water for power purposes, the hon. minister took the member for Richmond to task again for having insulted all the government officials in the Westminster district, when he said that there was one among them that was not an honest and a straightforward man, refusing to give the name of the one he so charged when that name was called for, and thereby insulting every public official in the district. He might not, as he now explained, have meant what he said—but it appeared the opposition said very many things they afterwards discovered they did not mean. After showing how favorable the government's railway policy had been to the development of the distant sections of the province, the Provincial Secretary gave attention to the junior member for Vancouver, whose attack he had found much weaker than he had anticipated, showing indisputably how impregnable the government's position undoubtedly was. His conjuring with figures would not deceive the members, who would refuse to be mystified by the cloud of figures put before them with this object in view—the answer to the mass of figures was simple and plain—the revenue of the country had increased three-fold. But, the junior member for Vancouver asserted, the condition of land values had not improved. Very possibly not, for real estate was in a very depressed condition at the present time, and capitalists were putting the money in mining enterprises instead of land ventures. As to the remarks of the same men on the cost of education, it must be remembered that the peculiar system in vogue here of taxing for educational purposes rendered it necessary to maintain the taxation at the present level. With reference to railways the member for Vancouver had taken the government to task for assisting the Kaslo & Slocan road after having aided the Nakusp & Slocan. Did this mean that the people of Kootenay Lake should have had no consideration from the government, or that the Nakusp & Slocan road should have been created a monopoly? As a matter of fact, the road was paying well and the miners of Kootenay Lake were prosperous, thanks to the government having provided them with facilities for getting in their supplies and shipping their ore. The pre-election prophecies of the defeat of the government when it next met the electors sounded very well, but were they not just the same as the prophecies on the eve of the last election—and yet the re-

Continued on page Seven.

Mrs. F. "I must apologise for my very early call, Mrs. S., but circumstances prevent me seeing you later in the day. Our friend, Miss Church, informed me yesterday that you had quite banished your dyspepsia and nervousness by using Paine's Celery Compound. Can you truly recommend the medicine?"

Mrs. S. "My dear Mrs. F., all that you have heard from Miss Church is quite true. Paine's Celery Compound is a marvellous medicine, pleasant to use, and has done more for me than my doctor could do. I cannot possibly give you a stronger recommendation."

Mrs. F. "Well candidly, Mrs. S., I have suffered terribly from indigestion and frequent attacks of painful neuralgia, and have used many medicines but I am as bad to-day as I was six months ago. Upon your recommendation I shall give Paine's Celery Compound a trial."

Mrs. S. "I am so pleased to hear of your wise decision! I am sure you will not be disappointed. I heard a few days ago that our minister's wife was using Paine's Celery Compound for her rheumatism, and is now able to get out again. Really, Mrs. F., my faith in Paine's Celery Compound gets stronger every day."

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That the Leading Clothiers
in the Golden days of Cariboo
still supply the best and
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The Cassiar Central Railway Company is prepared to receive on or before the 28th day of February next, **Tenders for the Construction of a portion of their Railway Line** connected with terminal facilities, before the final location survey is made.

Information with Regard to the work to be undertaken can be had on application at the office of the Company's Engineer, H. P. Bell, Esq., 51 Five Sisters Block, Fort St. Victoria, B. C., where Forms of Tender, &c., can be obtained.

Contractors and Their Outfits will be forwarded to Glenora, on the Stickine River, free of cost.

The lowest or any Tender will not necessarily be accepted.

By order,

HAVELOCK SMITH, Secretary.

Victoria, B. C., January 27th, 1898.

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A BOON TO ALL EXPLORING, MINING, AND TOURING PARTIES.
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MACONOCHIE'S foods are the best that money can buy.
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Manufacturers of Jams, Jellies, Marmalade, Bottled Fruits, Jelly Tablets, &c. Potted Meats, Pâtés & Camp Pies, Soups, Sausages, &c.
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Contains all the News
INCLUDING FULL REPORTS OF ALL THE
LATEST INFORMATION FROM THE YUKON GOLD FIELDS.

Notice to Taxpayers.

Electoral Districts of Victoria City, South Victoria and Esquimalt, and the Land Districts, of Rupert, Sayward, Quatsino Coast, Queen Charlotte Islands, North Saanich, and parts of Barclay and Clayoquot.

Notice is hereby given, in accordance with the Statutes, that Revenue Tax and all taxes levied under the "Assessment Act." are now due for the year 1898 Assessed taxes are collectible at the following rates, viz—

If paid on or before June, 1898:—

Three-fifths of one per cent. on real property.

Two and one-half per cent. on assessed value of wild land.

One-half of one per cent. on personal property.

On so much of the income of any person as exceeds one thousand dollars the following rates namely, upon such excess of income, when the same is not more than ten thousand dollars, one per cent; when such excess is over ten thousand dollars, and not more than twenty thousand dollars, one and one-quarter of one per cent. when such excess is over twenty thousand dollars. one and one-half of one per cent.

If paid on or after the 1st July, 1898.

Four-fifths of one per cent. on real property.

Three per cent. on the assessed value of wild land.

Three fourths of one per cent. on personal property.

On so much of the income of any person as exceeds one thousand dollars the following rates, namely, upon such excess, when the same is not more than ten thousand dollars, one and one quarter of one per cent; when such excess is over ten thousand dollars and not more than twenty thousand dollars, one and one-half of one per cent; when such excess is over twenty thousand dollars, one and three-fourths of one per cent.

Revenue Tax, $3 00 per capita (Victoria City excepted).

Victoria, B. C., January 6th, 1898.

C. BOOTH,
Assessor and Collector.

PATENTS
PROMPTLY SECURED
Send a stamp for our beautiful book "How to get a Patent," "What profitable to invent, and "Prizes on Patents." Advice free. Fees moderate.
MARION & MARION, EXPERTS,
Temple Building, 185 St. James Street, Montreal.
The only firm of Graduate Engineers in the Dominion transacting patent business exclusively.
Mention this paper.

AN UNDOUBTED BARGAIN.
Assessed $1,900 . . . . Price $1,500.
Two Storey House, Brick Foundations
Close to car line. Splendid situation.
Apply at once
SWINERTON & ODDY } Telephone 491. P. O. Box 681. 106 Gov't St.

ESQUIMALT & NANAIMO RAILWAY CO.

NOTICE.

To prospectors miners and holders of mineral claims on unoccupied land within the Esquimalt & Nanaimo Railway Company land grant *FOR ONE YEAR ONLY* from the date of this notice the Railway Company will sell their rights to all minerals (excepting coal and iron) and the surface rights of mineral claims, at the price of $5.00 per acre. Such sales will be subject to all other reservations contained in conveyances from the Company prior to this date. One half of the purchase money to be paid ten days after recording the claim with the Government, and a duplicate of the record to be filed in the Company's Land Office, Victoria, on payment of the first instalment. The balance of the purchase money to be paid in two equal instalments, at the expiration of six and twelve months without interest. Present holders of minerals claims who have not previously made other arrangements with the Company for acquiring surface and mineral rights, are hereby notified to at once make the first payment on their claims, as otherwise they will be deemed and treated as trespassers.

LEONARD H. SOLLY,
Land Commissioner.

Victoria, B.C., June 1st, 1897. je5

S. A. Stoddart
Direct importer of
Waltham, Elgin and Stemwind
WATCHES
From $6.00. Waterbury's $2.00
68 YATES STREET

FOR SALE.

TENDERS

Sealed, endorsed "Tender for Machinery" and addressed to the undersigned will be received up to 4 o'clock, on Monday the 28th instant, for the purchase of the following plant at present lying in the old electric lighting station, on Yates street, viz:—

One Slide Valve Engine Complete, Cylinder 14 inch x 18 inch.

One Slide Valve Engine Complete, Cylinder 10 inch x 12 inch.

35 feet of Turned Shafting, 3 7/8 inch diameter, together with 4 Bearings and Pulleys.

174 feet of Leather Belting.

256 feet of Rubber Belting.

Each tender must be accompanied with a certified cheque made payable to the City Treasurer to the amount of 10 per cent, of the price tendered, balance to be paid on acceptance of tender.

Cheques will be returned to unsuccessful tenderers.

The highest or any tender not necessarily accepted.

WM. W. NORTHCOTT,
Purchasing Agent for the Corporation.

City Hall, Victoria, B.C., Feb. 10, 1898. fe11

HANG WO HING KEE,
Importer and Dealer in
Chinese and Japanese Fancy Goods.
NEW GOODS JUST ARRIVED.
No. 31 Cormorant St., Victoria, B.C. P.O. Box 832

To Farmers.
FERTILIZERS
It will pay you to use one or more of the following: Sulphate and Muriate of Potash, Nitrate of Soda, Bone Super Posphate. Manufactured and imported by . . . . .
VICTORIA CHEMICAL CO., LTD.
Victoria.

Licence Authorising an Extra-Provincial Company to Carry on Business.

"Companies Act, 1897."

CANADA:
PROVINCE OF BRITISH COLUMBIA.
No. 56.

THIS IS TO CERTIFY that "The New Goldfields of British Columbia, Limited," is authorised and licensed to carry on business within the Province of British Columbia, and to carry out or effect all or any of the objects hereinafter set forth to which the legislative authority of the Legislature of British Columbia extends.

The head office of the Company is situate at 23 Leadenhall Street, in the City of London.

The amount of the capital of the Company is two hundred and fifty thousand pounds, divided into two hundred and fifty thousand shares of one pound each.

The head office of the Company in this Province is situate in the City of Victoria, and Caldwell Ashworth, gentleman, whose address is No. 30 Broad Street, City of Victoria, is the attorney for the Company.

The objects for which the Company has been established are:—

[a.] To acquire in British Columbia and elsewhere by purchase, lease, concession, exchange or otherwise, mining property, claims, water rights, and also including lands, mines, mining rights and claims, minerals, ores, mills, stamps, smelting and other works for treating ores and minerals and rendering them marketable metals, including also all kinds of building, machinery and plant useful or supposed to be useful in mining, milling, treating or reducing ores or minerals, and any concessions, grants, decrees, claims, rights or privileges whatsoever, which may seem to the Company capable of being turned to account, and to work, develop, carry out, exercise and turn to account the same, and to dispose of any such concessions, grants, decrees, claims or privileges:

[b.] To carry on all kinds of exploration business and, in particular in relation to mines and minerals, to seek for and secure openings for capital, and with a view to any of the objects aforesaid, to prospect, enquire, examine, explore and test and to dispatch and employ expeditions, commissions, experts or other agents:

[c.] To carry on all kinds of promotion business and in particular to form, constitute, float, lend money to, assist and control any companies, partnerships, associations, or undertakings whatsoever:

[d.] To acquire by purchase, lease, licence, or otherwise, absolutely or conditionally, the rights either generally or exclusively, over any area or areas of or in all or any patent rights or processes or mechanical or other contrivances useful or supposed to be useful for any of the purposes of the Company, and to deal with or dispose of the same or any interest therein respectively:

[e.] To lay out towns and villages on the lands acquired or controlled by the Company, and to construct, maintain, alter, make, and work railways, tramways, telegraph lines, canals, reservoirs, wells, aqueducts, roads, streets, hotels, boarding houses, dwelling houses, factories, shops, stores, gas and water works, piers, wharves, buildings, machinery, and other works and appliances of every nature and description which may be expedient or useful, or deemed to be expedient or useful for the purposes of the Company, and to contribute to the cost of making, providing, and carrying on, and working the same:

[f.] To carry on any business, the carrying on of which the Company may think directly or indirectly conducive to the development of any property in which it is interested:

[g.] To sell, improve, manage, develop, lease, mortgage, dispose of, or otherwise deal with, all or any part of the property of the Company:

[h.] To prospect, explore and develop the resources of the said lands and hereditaments by building, planting, clearing, mining, and otherwise dealing with the same, and to stock the same or other lands, to cut and to sell timber, and generally to mine and carry on all sorts of mining operations in British Columbia, or any other part of the globe:

[i.] To purchase, lease, or otherwise acquire, settle, improve, colonize, farm and cultivate lands and hereditaments in British Columbia and elsewhere:

[j.] To stock the same or other lands, and to breed and deal in all kinds of stock, cattle, sheep and produce:

[k.] To work and carry on all or any mines, works, and properties from time to time in possession of the said Company in such manner as the Directors for the time being may determine; to erect all necessary mills and machinery and appliances, smelting works, laboratories, workshops, dwelling houses, and other buildings; construct, maintain, and alter canals, railways, water-courses, tramways, telegraph lines, or any other lines or system of communication whether by telegram, telephone, phonograph, phonophone or otherwise, by electricity, or by pneumatic force or otherwise, reservoirs, wells, aqueducts, gas and water works, drainage works, irrigation works, wharves, piers, and other works of every nature and description, purchase, rent, hire, or charter waggons, steam or sailing ships, to enter into and carry out such contracts and arrangements as may be deemed necessary and desirable to enable the Company to carry on its business, and for the general conduct and management of its affairs and the doing of all such other things as may be found incidental or conducive to the attainment of the above objects, whether in British Columbia, Great Britain or elsewhere:

[l.] To buy, sell, manufacture and deal in all kinds of goods, stores, implements, provisions, chattels and effects capable of being used or required by the Company or its workmen, or by any other persons who may settle on the property of the Company, or by others, and for that purpose to carry on the business of a general shopkeeper or merchant:

[m.] To purchase, build, charter, equip, load (either on commission or otherwise), sell, repair, let out to hire and trade with steam or other ships, boats and vessels of all kinds; to carry on the business of carriers by land and water:

[n.] To acquire by grant, purchase or otherwise, concessions of any property or privileges from any Government, British, Colonial or Foreign, and to perform and fulfil the terms and conditions:

[o.] To obtain any Act of Parliament or law or order of any Colonial or Foreign Legislature or Government for enabling the Company to carry any of its objects into effect:

[p.] To promote, form and register other companies in England or in any Colony, dependency, foreign country, state or territory, for the purpose of acquiring all or any of the property and liabilities of this Company, or for all or any of the objects mentioned in this Memorandum, or for advancing directly or indirectly the objects or interests thereof, and to take or otherwise acquire and to underwrite and hold shares, debentures or other securities, in or of any such company, and to guarantee the payment of any debentures or other securities issued by any such company:

[q.] To take or otherwise acquire and hold shares, debentures, bonds, or other securities of or in any other company having objects altogether or in part similar to those of this Company, or carrying on any business capable of being conducted so as directly or indirectly to benefit this Company:

[r.] To enter into partnership or into any arrangement for sharing profits, union of interests or co-operation with any person or company carring on or about to carry on any business or transaction capable of being conducted so as directly or indirectly to benefit this Company, and to take or otherwise acquire and hold shares or stock in any such company. To aid in the establishment and support of associations for the benefit of persons employed by or having dealings with the Company, and in particular friendly societies:

[s.] To carry on all kinds of financial or banking business, and in particular to negotiate loans and advances, to offer for subscription, place, buy, deal in, make merchantable, sell and dispose of ores, minerals, goods, bullion, specie, and valuables of all kinds, and merchandise generally in British Columbia, Great Britain or elsewhere, and to receive money on deposit and to collect revenue of all kinds:

[t.] To sell the undertaking of the Company or any part thereof for such consideration as the Company may think fit, and in particular for shares, debentures or securities of any other company having objects altogether or in part similar to those of this Company. To distribute any of the property of the Company among the members in specie, but so that no distribution amounting to a reduction of capital be made without the sanction of the Court, where necessary. To amalgamate with any other company having objects altogether or in part similar to those of this Company. To purchase or otherwise acquire and undertake all or any part of the business, property and liabilities of any person or company carrying on any business which this Company is authorised to carry on, or possessed of property suitable for the purposes of this Company:

[u.] To make, accept, indorse and execute promissory notes, bills of exchange and other negotiable instruments. To lend money, and in particular to persons having dealings with the Company. To raise money in such manner as the Company shall think fit, and in particular by the issue of debentures charged upon all or any of the Company's property (both present and future), including its uncalled capital or any specified portion thereof. To guarantee the performance of contracts by members of or persons having dealings with the Company:

[v.] To acquire patent rights and privileges in the United Kingdom or any other country or Colony or State for any purposes deemed to be useful for the Company, and to resell the same or turn the same to account by manufacturing thereunder, granting licences or otherwise:

[w.] To lend money to any company, partnership, person or association, upon security of their or his undertaking, property, estate, assets and effects, or any part thereof, upon such terms as may be deemed expedient, and to take such security either in the shape of mortgages, mortgage debentures or in any other form, or to lend money in British Columbia or Great Britain or elsewhere with or without security. To make donations to such persons and in such cases as may seem expedient, and to subscribe for any purposes whether charitable or benevolent, or for any public, general or useful object:

(x.) To pay the costs, charges and expenses of, or in connection with the formation and incorporation of the Company, and to remunerate any person or persons for services rendered or to be rendered to the Company, either in cash or in shares of the Company, either wholly or partly paid up:

(y.) To establish and maintain agencies of this Company in any colony or foreign state, and to procure the Company to be registered or incorporated in any colony or foreign state:

(z.) To do all such things as are incidental or conducive to the attainment of the above objects, either alone or in partnership or in conjunction with any person or other association, and either as principals or agents, and including a power to pay brokerage or commission for services rendered in obtaining or guaranteeing or underwriting capital for the Company or otherwise.

Given under my hand and seal of office at Victoria, Province of British Columbia, this 24th day of January, one thousand eight hundred and ninety-eight.

(L.S.) S. Y. WOOTTON,
ja27 *Registrar of Joint Stock Companies.*

NOTICE.

Notice is hereby given that application will be made to the Legislative Assembly of the province of British Columbia at its next session for an Act to incorporate a company with power to construct, equip, operate by any kind or kinds of motive power, and maintain either a standard or narrow gauge railway for the purpose of conveying passengers and freight, including all kinds of merchandise, from a point at or near Portland Inlet or Portland Canal, Cassiar District, British Columbia by the most direct and feasible route to a point at or near Teslin Lake; and with power to construct, equip, operate and maintain branch lines and all necessary roads, bridges, ways, ferries, wharves, docks and coal bunkers; and with power to build, own, equip, operate and maintain steam and other vessels and boats; and with power to build, equip, operate and maintain telegraph and telephone lines in connection with the said railway and branches; and to carry on a general express business, and to build and operate all kinds of plant for the purpose of supplying light, heat, electricity or any kind of motive power; and with power to expropriate lands for the purposes of the company; and to acquire lands, bonuses, privileges, or other aids from any government, municipality, or other persons or bodies corporate; and to make traffic or other arrangements with railways steamboats or other companies: and with power to build wagon roads to be used in the construction of such railway and in advance of the same, and to levy and collect tolls from all parties using and on all freight passing over any of such roads built by the company, whether built before or after the construction of the railway; and with all other usual, necessary or incidental rights, powers or privileges as may be necessary or incidental or conducive to the attainment of the above objects or any of them.

Dated at the City of Victoria the 4th day of August, A.D. 1897.

HUNTER & OLIVER,
au5 Solicitors for the Applicants.

NOTICE is hereby given that application will be made to the Legislative Assembly of the Province of British Columbia at its next session by the Cowichan Lumber Company, Limited, for an Act to empower the said applicants to exercise in the Province of British Columbia all the powers, privileges and capacities granted to the said company by their charter under the Great Seal of Canada, and especially to empower the said company to construct and maintain a retaining dam and such works in connection therewith as are hereinafter referred to in or upon the Cowichan River on Section 16, Range V., Quamichan District, upon such site and according to such plans and specifications as shall have received the approval of the Lieutenant-Governor-in-Council, and to construct, maintain and operate a double or single line of tramway of such gauge as they may deem advisable, with necessary side tracks and turn outs, and to build bridges and erect, acquire and maintain telegraph and telephone lines along their said tramway, subject in so far as the same passes over any highway to the permission and under the supervision of the Chief Commissioner of Lands and Works, the said tramway to commence on the north side of Cowichan River, on Section 16, Range V. Quamichan District about 750 feet above the wagon road bridge across said river on Section 15, Range V. of said district, thence in an easterly direction following north bank of said river and intersecting the line of the Esquimalt & Nanaimo Railway and at such a distance from said river as will afford the most convenient route to a point at or near the mouth of said river with all the usual powers and privileges incidental to the construction and operation of such works with power to said company to use the water or water power to be created by the erection of such retaining dam for producing any form of power or for generating electricity for the purpose of light, heat and power, and for all and every purpose mentioned in Sections 80, 81, 82 and 83 of the Water Clauses Consolidation Act, 1897, and to do everything necessary or incidental to the carrying out of all or any of the objects referred to in said sections and to enter upon survey purchase and expropriate lands for the purposes of said works, and so that the provisions of the British Columbia Railway Act as to expropriation of lands shall apply for the right to take timber, stone, gravel and other materials for use and construction of said works; to levy and collect tolls from all passengers and in respect of all freight carried upon such tramway as the company may by regulation direct; to contract for supplying water and electricity for domestic, industrial and agricultural purposes, and to do all things which may be necessary to enable the said company to carry on such contracts within such limits, and subject to such conditions as may be prescribed by the Lieutenant Governor-in Council; and to charge and collect reasonable tolls and charges therefor.

Dated the 27th day of January, 1898.

CREASE & CREASE,
Solicitors for the Applicants.

WHERE GAME IS PLENTIFUL?
TAKE TO THE KLONDIKE A
Winchester Repeating Rifle
You won't want for food or protection if you do. Send name and address on a postal card for 148-page illustrated catalogue. It is free.
Winchester Repeating Arms Co.,
NEW HAVEN, CONN.
418 Market Street, San Francisco, Cal.

WHY Eddy's Paper Bags Are Superior

Because their excellence starts from the beginning—the paper is the toughest and strongest of Manilla..... Because there is no skimping in material—our bags are generous in size. Because their good finish and appearance are apparent..... It costs no more to get this make

The E. B. EDDY Co., Ltd.
JAMES MITCHELL, Agent,
Victoria and Vancouver

OVER SEVENTY YEARS' ESTABLISHED REPUTATION.

NEAVE'S FOOD
IN 1-lb. PATENT AIR-TIGHT TINS.
EXTENSIVELY USED ON THE MINING CAMPS OF AUSTRALIA and in SOUTH AFRICA.
A Large Amount of Nourishment in a Portable Form.
WILL KEEP Indefinitely, Not Affected by Damp.
"*Contains all the elements of food in an easily digested form*"—DR. GORDON STABLES, M.D., R.N.
"*This Food may be used with advantage by persons of all ages.*"—SIR CHAS. A. CAMERON, M.D.
JOSIAH R. NEAVE & CO., Manufacturers, FORDINGBRIDGE, England.

Man! Where Is Your Strength?

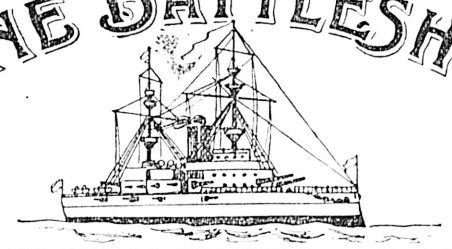
Where is the vigor given you by nature? Where is your manly bearing, your hearty grasp of the hand? Have you wasted it in excesses and dissipation? Is it gone? Is the world full of bitterness to you? Are your days spent in brooding over your trouble and your nights in restless tossing.

DR. SANDEN'S ELECTRIC BELT.

Let hope spring in your heart, for this grand remedy will restore your strength, confidence, self-esteem. Read how it is done in the book "Three Classes of Men," which will be sent to you closely sealed, without marks, free. Don't put it off. Addres

DR. A. T. SANDEN,
156 St. James Street, MONTREAL, Quebec.

THE VALUE OF ONE BATTLESHIP



IS PAID EVERY YEAR INTO THE BRITISH REVENUE ON
JAMES WATSON & CO'S LTD.
CELEBRATED DUNDEE WHISKY.

THE BEST, FAMILY FLOUR.
CANADA FOR CANADIANS,
WHY NOT BRITISH COLUMBIA
for its inhabitants ask for the O K. Brands of Flour, manufactured by The Okanagan Flour Mills Company, of Armstrong, B. C., a home industry, makers of the best family flours on the market Hungarian XXXX and Strong Bakers', also Graham Pastry and Whole Wheat Flours. All bags branded O.K.
TURNER, BEETON & CO.
SOLE AGENTS FOR VICTORIA, B.C.

SUBSCRIBE FOR THE
SEMI-WEEKLY COLONIST.

PROVINCIAL LEGISLATURE

Continued from Page Six.

suit then had not been defeat. He was sure that the same would be the experience this year. The experience of government was not to be gained in a day and now that the stream of population and prosperity was flowing satisfactory, it would be well to remember the danger of swapping horses in mid-stream.

On the question from the Speaker, "Are you ready for the question?"

Mr. Semlin inquired if the address was thus to be adopted as a whole, opportunity being denied the opposition of offering amendments as it was passed, section by section.

Hon. Mr. Turner thought that after debating the address for an entire week it was hardly necessary to go over the entire ground again, no matter how much the opposition might want to retard the business of the country. When the proposal had been made to take up the speech seriatim he had of course supposed that such action would be taken early in debate—not when the entire ground had been covered as a whole.

Mr. Semlin said that the government's promise in this regard should be carried out. It was not contrary to the old rule of the house to accept the speech as read, and then on second reading take it up seriatim.

Hon. Mr. Pooley admitted that such had been the former practice, but it had not been the custom for years.

Mr. Hunter maintained, on the authority of rule 17, that no member who had spoken to the address as a whole would have the right to debate it should its consideration be taken up clause by clause.

Mr. Huff thought that all the opposition wanted was to get their speeches before the public in anticipation of the general elections. He objected to the time of the country being taken up unnecessarily in order that the opposition might get free advertising in the press.

The matter was discussed by several members, and then

Hon. Mr. Pooley moved the adjournment of the debate.

MISCELLANEOUS BUSINESS.

Mr. Booth presented a petition from Mann, Mackenzie and others asking for leave to present a petition for a railway.

Mr. Hume asked leave to introduce a bill in re the S. E. Kootenay railway. Ruled out of order.

Hon. Mr. Martin presented a return of correspondence re the furnishing of the Old Men's Home at Kamloops.

Hon. Col. Baker presented a return in regard to the alien labor bill of last session, assent to which was reserved pending His Excellency's consideration of the same.

QUESTIONS ANSWERED.

Mr. Forster asked—"Has the attention of the Hon. Attorney-General been drawn to an advertisement by the Esquimalt & Nanaimo Railway Company appearing in certain British Columbia papers, of a notice warning free miners off the lands of that company, and threatening to deal with such free miners as trespassers? If so, has he taken any action in respect of such notice?"

Hon. Mr. Eberts—"I have seen the advertisement to which the hon. member no doubt refers, but the effect of which he rather incorrectly summarizes. No action has been taken in respect of such notice, as I am unable to apprehend what action could be taken. Should, however, free miners be at any time illegally hindered in their undoubted right to mine for the precious metals in the Island Railway belt, the government will assert and protect their rights vigorously."

Several other questions, of little general interest, were duly put and answered.

In connection with Dr. Walkem's resolution for a select committee to investigate the charge made by the second member for Vancouver, in regard to the conduct of the agent general's office in London,

Mr. Speaker asked if the language imputed to the second member for Vancouver had been taken down as he spoke—if not its use could not by rule be permitted.

Dr. Walkem replied that the words had not been immediately written down, but disputed the ruling. He would produce authorities in support of his position, he said, if Mr. Speaker would defer the matter until the next sitting of the house. This was agreed to.

Mr. Cotton remarked that the member for South Nanaimo would have to be more careful in the framing of his resolutions—he noted that he had quoted him (Mr. Cotton) as the author of the remark as to the harem.

A short but acrimonious passage between the junior member for Vancouver and the member for South Nanaimo followed, the latter closing the incident by remarking:

"Well, I will get a nomination at the next elections, and you may be sure you will not."

The house adjourned until Tuesday at 2 o'clock, the Premier having intimated that there will be no vacation for Ash Wednesday.

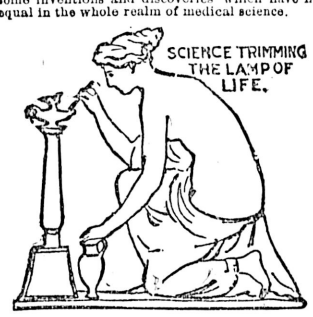
Free Trial To Any Honest Man

The Foremost Medical Company in the World in the Cure of Weak Men Makes this Offer.

HEALTH AND ENERGY ASSURED. HAPPY MARRIAGE, GOOD TEMPER, LONG LIFE.

In all the world to-day—in all the history of the world—no doctor nor institution has treated and restored so many men as has the famed ERIE MEDICAL CO. of Buffalo, N. Y.

This is due to the fact that the company controls some inventions and discoveries which have no equal in the whole realm of medical science.



So much deception has been practiced in advertising that this grand old company now for the first time makes this startling offer:—

They will send their costly and magically effective appliance and a whole month's course of restorative remedies, positively on trial without expense to any honest and reliable man!

Not a dollar need be advanced—not a penny paid—till results are known to and acknowledged by the patient.

The Erie Medical Company's appliance and remedies have been talked about and written about all over the world, till every man has heard of them.

They restore or create strength, vigor, healthy tissue and new life.

They quickly stop drains on the system that sap the energy.

They cure nervousness, despondency and all the effects of evil habits, excesses, overwork, etc.

They give full strength, development and tone to every portion and organ of the body.

Failure is impossible and age is no barrier.

This "Trial without Expense" offer is limited by the company to a short time, and application must be made at once.

No C. O. D. scheme, no bogus philanthropy nor deception, no exposure—a clean business proposition by a company of high financial and professional standing.

Write to the ERIE MEDICAL COMPANY, BUFFALO, N.Y., and refer to seeing the account of their offer in this paper.

Have you tried

Smoking Tobacco?

THE CITY COUNCIL.

Resolutions Passed to Pave Part of Broad and Fort Streets—One Civic Position Done Away With—Street Signs.

The city council put through a good deal of business last night with very little talk, two of the principal subjects dealt with being the decision to purchase a lot of street signs and to pave a portion of the streets on the local improvement plan.

Mayor Gordon of Kamloops was present and watched the proceedings from a chair beside Mayor Redfern.

The city engineer sent in an estimate for a retaining wall for the cemetery to prevent encroachments of the sea, would cost $8,680 for the whole, or $6.20 per foot. He suggested that under the circumstances $1,000 be laid aside for fixing the portions most urgently required.

It was decided to leave the matter over till the estimates were considered.

The building inspector reported that the cost of turning the old electric light station into corporation stables would be $950. This was also left over for the estimates, the Mayor stating that he believed they could be presented to the council next Monday night. When the estimates are considered the question of purchasing a new dynamo for the electric station will be brought up on the suggestion of the electric light committee.

The Sylvester Feed Co. secured the contract for forage for the city horses.

The streets committee recommended that a number of enamelled iron street signs be purchased, and this was so favorably received that the number was raised from 100 to 250 and carried without any dissent.

The motion of Ald. Phillips to combine the duties of sanitary, plumbing and sewer inspector in one officer, was carried after a short discussion.

In this connection the Mayor suggested delay, as he intended recommending a by-law that all properties connected with the sewers pay a rent to be used for extending the sewer system, the council having that power.

However the majority of the aldermen saw no reason for delay and the resolution carried.

The resolutions of Ald. Williams looking to the inspection of boilers and wharves were left over until it was found out under whose jurisdiction this duty came.

The Mayor ruled out another resolution by Ald. Williams asking the school trustees to have the buildings under their care inspected, the Mayor holding that the city should not shift their responsibility on to the trustees' shoulders.

Next came two resolutions by Ald. Humphrey, one to pave Fort street, under the local improvement system, with wooden blocks, from Government to Douglas street, and the other to pave Broad street in a similar manner from Fort to Yates. On Ald. Williams suggestion, however, it was decided that the Broad street work be done by day work.

Ald. Macgregor introduced his by-law to regulate the sale of bread and the council adjourned.

BISHOP PERRIN will meet his Bible class at 3 o'clock this afternoon.

DURING the temporary withdrawal of the steamer Joan from the Nanaimo-Vancouver run, the steamer Chieftain has been engaged to maintain the mail contract. The arrangement is only temporary, as patrons of the route will be glad to know, the Joan being one of the most popular steamers in coasting service in the province.

DR. MUNHALL'S address last night was illustrated by military incidents. Dr. Munhall gave a short account of the call of Prof. Birch to the musical part of the work. At one time he was leading cornetist in one of the leading military bands stationed at St. Louis, but on being converted obtained his discharge and had presented to him by his many military and other friends in St. Louis, the beautiful silver cornet used in the present meetings. Prof. Birch gave a few of the leading military calls of the United States army at the close of their remarks. This afternoon Dr. Munhall speaks on "The Resurrection of Christ," and in the evening on "Heaven." A children's meeting will be held in St. Paul's Presbyterian church. At 10 a.m to-day women's prayer meetings will be held at Wm. Dempster's, Fernwood road; A. McGregor, corner of Oak Bay avenue and Terrace avenue; A. McKenzie, Millan street; Rev. J. C. Speer, Quadra street; Wm. Andrews, Pine street; Wm. Frith, Powderly avenue; Wm. Mawick, 29 Ellis street.

Official Mining Maps at THE COLONIST

HUNDREDS ARRIVING.

From All Parts of the Continent Miners Come to Victoria to Outfit.

Every Day Sees a Large Addition to the Crowds of Strangers.

Having once set in strongly this way the tide of miners coming to Victoria increases every day at a great rate.

One lot of six from Hanford, California, put up at the Oriental yesterday, intending to outfit in Victoria. They are H. W. Betts, H. M. Noel, Charles H. Pepys, P. A. Lamphier, A. T. Oliver and J. W. Lewis. They tried Tacoma and came on to Victoria, and prices here are so satisfactory that Victoria gets the trade. They go into the Yukon by way of the Stikine.

Three miners all the way from the heat of Tombstone, Arizona, were also among the many small parties arriving yesterday. They put up at the Dominion and will take their time and look about them so as to compare prices with Seattle where they have put in the past three weeks. These men are Peter Dorsey, R. R. Fischer and John Peilende. Mr. Dorsey and his friends are old miners and know pretty well what they want. They will likely take the Stikine route.

D. F. Sperry, E. L. Screfford, W. Birch and R. Kuhler, four of a party from New York state, are at the Wilson, and they are only the advance guard, for ten companions are on the way from the East to join them and will likely reach Victoria to-day or to-morrow. They like Victoria prices, and as a result Victoria merchants will likely get the outfitting.

Another little party are Neil McLeod, Wm. Sprague, John Swanson and W. Houlton of Eureka. They are at the Dominion, and intend to outfit here in Victoria. They go into the Yukon by the Stikine. J. R. Watson and C. R. Watson, two brothers, the one from Los Angeles and the other from Arcola, Illinois, are at the Dominion, here to outfit.

These are just parties picked out at random from among the many on the hotel registers.

At the Victoria, at the Queen's and other hotels it is the same thing, men coming here at the rate of a couple a hundred a day to outfit. As a consequence the merchants are up to their ears at work putting up outfits and supplies. The long-promised rush is indeed here for there are numerous parties coming in.

One of the biggest parties is that headed by Mr. P. J. Pearson of Chicago. There are sixteen in the outfit and every bit of their supplies were purchased in Victoria. The party are at the Queen's.

From the far southern portion of the United States Mr. H. C. Scott, of New Orleans, and a party are putting up at the Victoria and are getting all their goods here.

Not only are the men from the more distant parts of the continent surprised at the facilities for getting their outfits here, but having once found out that fact they send away newspapers and information to their friends advising them to come to Victoria to outfit.

Home Dyeing Made Easy.

Even a Child Can Dye With Diamond Dyes.

Diamond Dyes Color Anything Any Color—Make Old Cloaks, Gowns, Scarfs, and Suits Look Like New—How to Dress Well at Small Cost.

Diamond Dyes are a wonderful help to economical dressing. These simple home dyes will color anything any color, and they make cloaks, stockings, dresses, feathers, laces, curtains, etc., look like new.

Many of the Diamond Dyes are made from specially prepared dyestuffs, and in no other way can home dyeing be done so simply and satisfactorily.

They come in all colors, and the plain and explicit directions on the package make it easy for the most inexperienced to use them with success. Even a child can dye a rich, perfect color if Diamond Dyes are used.

Do not risk your materials with dyes that claim to color both cotton and wool with the same dye, for it is impossible to get satisfactory results with dyes of that character. In Diamond Dyes there are special dyes for cotton and special dyes for wool, and they are all guaranteed to give satifaction, if used according to directions.

If sick headache is misery, what are Carter's Little Liver Pills if they will positively cure it? People who have used them speak frankly of heir worth. They are small and easy to take.

THERE was an assault case with a little story of superstition attached to it at the police court yesterday. Gu Yok Hang, a Chinese doctor and fortune teller, was charged by Ah Fat with assault. A few days ago it was the doctor who was after Ah Fat on the same charge, but he withdrew his accusation afterwards. It seems that Hang's black eye then shown in evidence was produced by his hitting himself in the eye with the heel of his slipper. According to the story yesterday he tackled Ah Fat, whacked him soundly and poked him in the chest with his nails, formidable weapons about four inches long. Then he foretold Ah Fat's death in the space of a year and Fat was thoroughly scared. Hang was fined $2.50 and, incidentally, before the court opened, read Deputy Sheriff Siddall's fortune. The genial Mr. Siddall must have a most desirable position, but apparently he is not long for this world for Hang informed him ominously, "You got good job for two years."

Will be found an excellent remedy for sick headache. Carter's Little Liver Pills. Thousands of letters from people who have used them prove this fact. Try them.

Leather Coats with sheep skin lining for Klondike Trade. B Williams & Co.

WANT ADVERTISEMENNS inserted in the DAILY COLONIST for one cent a word each insertion.

Royal makes the food pure, wholesome and delicious.

ROYAL BAKING POWDER

Absolutely Pure

ROYAL BAKING POWDER CO., NEW YORK.

THE THERMOMETER.

ESQUIMALT STATION, Feb. 20, 1898.
Report for 24 hours ending 9 p.m.

1 a.m..	44·	Mean 42·	The velocity and direction of the wind were as follows:
5 a.m..	41.		5 a.m.—12 W.
9 a.m..	42·	Highest 48·	1 p.m.—4 N.E.
1 p.m..	45·	Lowest 38·	9 p.m.—4 S.E.
5 p.m..	44·		Rain—.13
9 p.m..	38		Cloudy. Sunshine—1h. 4m.

Barometer 9 a.m... Observed..... 29,628 Reduced..... 29,601

ESQUIMALT STATION, Feb. 21, 1898.
Report for 24 hours ending 9 p.m.

1 a.m..	36·	Mean 38·	The velocity and direction of the wind were as follows·
5 a.m..	36·		5 a.m.—Calm.
9 a.m..	37·	Highest 43·	1 p.m.—24 W.
1 p.m.	38·	Lowest 35·	9 p.m.—Calm.
5 p.m..	44·		Rain—.00.
9 p.m..	38·		Cloudy. Sunshine—0h. 00m.

Barometer 9 a.m... Observed.....29.922 Reduced.....29.902

MAY POLE SOAP

The popular dye of England and deservedly a great favorite. *Does not stain the hands.* Is ceeap and easy to use. All the colors are kept in stock by.....

Thomas Shotbolt,
Pioneer Druggist, 59 Johnson St.
Open till 11 p.m. daily, except Sunday.

PASSENGERS.

Per steamer YOSEMITE from Westminster S G Hodge, Mrs S G Hodge, A Braurd, Chas Crawford, T W Abbott, A Reaumean, J L Chutt, E Howe, W Anderson, W H Barton, R Madden, Joseph Branard, A McNeil, N McKilopp, J Clark, F Cawley, A McDermott, Rev C Paddon, Miss Jones, Mrs Creighton, W Christie, F Wm Rady, J Carter and wife, Mrs T L Gratsam, A D Knoulton, Mrs E Carter, M Varis, J Garissell, F Londsberg, Rev H W Mates, Mrs F L Atkinson, J Pearson, J Harris, J Sherman, J Cullis, J Gillespie, A F Dion, J Ingles, Mrs Christie.

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..WREATHS..
CALL AT
BRADBURY'S MONUMENTAL WORKS.
Cormorant St., One block above City Hall.

WEST COAST STORMS.

The "Willapa" Delayed by High Winds Which Also Damage the "Otto."

High winds having made travel by night extremely hazardous along the Coast the steamer Willapa in returning from Cape Scott and intermediate points last evening was longer absent than expected. She was crowded with passengers, there being on board some for every station she called at, and about fifty in all. Among the number were Charles Spring, wife and family, James Seeley and wife, Messrs. Wingate Nichol, Alymer, Fox, Clark, Burnett, about a dozen San Juan settlers, and a similar number of Cape Scott residents. Messrs. Wingate and Nichol, of Seattle, have been inspecting the Crow group of mines at Clayoquot with a view, it is understood, of purchasing, and, it is said, their inspection was quite favorable to the contemplated deal. Mr. Alymer is another mining expert who has been looking at some mineral property at Clayoquot. The Fox brothers and Mr. Clark have been prospecting and Mr. Burnett has been doing some survey work at Clayoquot. Everywhere along the Coast prosperity in mining operations is evidenced. The weather has been exceedingly stormy and for this reason the Willapa met more sealing schooners than she otherwise would have. In one blow she broke her anchor chain while at mooring at Quatsino. At Euculet the schooner Otto was at anchor bearing the marks of another storm. She had put in a few days before with broken bowsprit gear and her mainmast sprung. She was forced into shelter by a gale, having taken while at sea forty-one skins. The schooners Aida, C. D. Rand and Saucy Lass were at anchor at Clayoquot. They had got their Indian crews and were waiting to sail when the weather cleared. At Ahatlitz the Ocean Rover was weather bound. The Favorite, Zillah May, Venture and Ocean Belle were found at Kyoquot, the foremost two with crews and ready for sea, and the latter as yet without Indians. No other seal catches were reported by any of the schooners, and only the one schooner had met with any accident.

Tailor made Mackinaw suits with hood and storm collar. B. Williams & Co.

Bass' XXXX on draught at the Occidental x

WIRE TO THE NORTH.

The Great Project for Round the World Connection Through Alaska and Siberia.

An Old Scheme Which the Klondike Rush May in Part Revive.

(From the Seattle Press-Times.)

In June, 1895, during the Cariboo gold mining excitement, the press dispatches from Ottawa contained the information that the Canadian Pacific Railway Company contemplated reoccupying the old telegraph line running up into the mining camps of the Cariboo country, British Columbia, which was constructed thirty-five years ago, but which has long since been abandoned. Now that gold has been found on the Klondike, talk of re-operating this old line and extending it to the new gold fields has been renewed. The proposition recalls a mass of facts connected with the early history of this Northwest country that reads like a romance to the present generation. Thirty-five years ago the people of the world were talking about this abandoned telegraph line just as fervently as they have been talking about the Klondike gold discoveries. So important a part did this old line play in the history of the time, that reference to the enterprise is to be found in encyclopedias and in books of general reference. Its construction was an essential part of a scheme to encircle the earth by wire, leading from New York to St. Petersburg via Seattle and Behring Sea, but the project was abandoned in the spring of 1866, when the trans-Atlantic cable proved a success. The cable connected the Old and New Worlds by wire but three thousand miles in length, while the overland project via Seattle and Behring sea contemplated the building of 21,000 miles of telegraph lines.

It will be recalled by those acquainted with the history of the enterprise on this Coast that the telegraph line was extended for over 900 miles northwest of New Westminster into the heart of a previously unexplored country. The preliminary surveys, the exploration parties and the actual construction of this line alone cost $11,000,000, all of which was totally lost when the operation of the Atlantic cable commenced. During all these intervening years, however, the poles and wires for these 900 miles have stood, and examinations made three years ago resulted in the discovery that much of the wire is still stretched and can be put in working order without a very great outlay of capital. The great cost of this work was increased by the ample provision for the future which the company made in the shape of supplies sent into the country—hundreds of thousands of tons of wire, all kinds of construction implements, wagons, etc.

While this is of great local interest because of its proximity to the Sound and Seattle, the company made just as extensive preparations on Behring Sea, in Northern Alaska and in Siberia. It was the scheme to span Behring Straits by means of a cable, the distance being short, and found practicable. The overland telegraph line was to extend to Cape Prince of Wales on this side of the sea and crossing the straits, connect the Siberian shore at Plover Bay. From Plover Bay inland there is now about 350 miles of poles erected with wires stretched, reaching across the snowy land visited only by an occasional polar bear, a few reindeer, and perhaps crossed at intervals by bands of travelling Eskimo, who have always looked with awe upon the mysterious monuments of human ingenuity. From Port Clarence, south of Cape Prince of Wales, and extending about 200 miles southward, is another 300 miles of poles and wire, utterly useless for commercial purposes. The line was so well constructed, however, that it is believed to be in good condition, even now.

The history of the building of these lines and the commencement of a work that would encircle the world by wire will always be read with interest. In 1858 the attempt was made to lay the first trans-Atlantic cable, but it was found to be a failure, and electrical engineers announced that it was impossible to transmit a message so great a distance as 3,000 miles under water. For ten years the matter was unsettled, and the Western Union Telegraph Company's Russian extension was originated, being a separate company, but having the same stockholders as the parent company. Millions of dollars were spent in setting men at work and securing satisfactory routes and in sending out exploration parties, and finally the great work was commenced on a gigantic scale. Early in the spring of 1866 word was flashed over the world that the second Atlantic cable was a complete success, and at the same time the Russian extension was abandoned. As an illustration of the great loss suffered, it is sufficient to mention that on this extension of this old-time telegraph line the cost of transportation of materials and supplies of all kinds equalled $1 a pound. The materials were abandoned, and the supplies were sold to the Hudson Bay trappers for 1 cent per pound.

It is of interest now to note that the prices paid for ordinary articles of necessity at that time were about the same demanded at the present moment from the miners at Dawson City. It is also interesting to note that the proposed line would have passed very near the present townsite of Dawson. If the line had been extended as far as the Klondike, then an unknown stream, and having no place on the map, it is very likely that in sinking holes for the telegraph poles, the rich deposits of placer gold would then have been discovered, in which event the previous generation would have experienced the gold excitement now prevalent.

Seattle and the Puget Sound region were closely identified with the great proposition during the period of construction on this division, and there are still in this city men who were then in the employ of the companies interested. J. M. Lyon, ex-postmaster of Seattle, was then an operator in the employ of the California State Telegraph Company, afterward absorbed by the Western Union, and he was sent by the company to New Westminster, where he was manager of the local office. Another well known Seattle man who was then in the work is George W. Harris, late auditor of the Seattle, Lake Shore & Eastern railroad. In 1864-5 he was quartermaster on the schooner George W. Wright, which carried supplies from San Francisco and materials to the workmen on the frontier of this coast, Alaska and Siberia. Of course there was no American Alaska then; it was Russian territory. There were several ships and schooners in the fleet of the company and all were engaged in the same business. The employees all wore uniform and deported themselves in regular military style. The ship Nightingale was the flagship of the squadron.

I recently had a talk with J. M. Lyon, Seattle's ex-postmaster, and in recalling the incidents of those days, he said:

"I was with the California State Telegraph Company in those days. You see, this company was the rival of the Western Union, and operated and controlled all the lines west of Omaha. Well, they heard about the trans-Russian line, and to capture some of the trade, ran a line up from Yreka, Cal., to Portland, and thence to New Westminster, touching Seattle. Then the other company abandoned their scheme to build from Portland and built from New Westminster northward toward Behring sea. They were actually building the line for two years, although they were several years previous to that time locating a route and exploring the mountains. In later years, the bonds of the State Company were placed on the New York market, and were quickly bought up by the Western Union, and in that way absorbed. But those were exciting days. In my office in New Westminster I have talked with the operator at Fort Steager, 600 miles northwest of Cariboo. You see the line was put in working order as it was pushed along, so that communication was kept up continually with the managers. A young fellow, the operator, with one or two others, wintered at Fort Steager, and on clear days we would talk over the wire, and I would report what he had to say to the officers. He had a trying time of it. Before he was left there a stockade was built about the station to keep away the Indians, and the place was stocked with a few rifles and ammunition, and there were portholes to fire from. All winter long he was besieged by Indians, who demanded that he give up the provisions that he had in stock, and threatened to burn the place and kill them all. The men did not dare leave the place all winter, and the operator would tell me about it over the wire. Of course they were 600 miles away and we could do nothing, but they were mighty badly frightened occasionally, and the perilous position they were placed in affected us all. I would always be glad to hear from him, because I would not know from one day to the other whether he would survive, and the unpleasant pictures of blood and scalps were continually before us." George W. Harris said, in relating some of his experiences:

"I was something of a youngster in those days, but I have a vivid recollection of the days spent on board ship and my visits to Behring Sea and to Plover Bay and Port Clarence. While most everything came from San Francisco, we got our poles from Puget Sound. You see, in Siberia, from Plover Bay towards St. Petersburg, there is no standing timber; not for some distance, at least, and most all the poles for this extension, so far as built, came from Seabeck, from Adams, Blimm & Co's mill. Mr. Adams is now interested in the Washington Milling Company's mill at Port Hadlock. There were thousands of men working for the company, but I did not know about the work, except that among the ships. There were in the fleet that I now recall the schooner George S. Wright, the bark H. L. Rudgers, ship Nightingale, schooner Milton G. Badger, bark Clara Bell and the bark Onward. The latter was afterward lost.

"The Onward made a trip to Siberia with supplies, with several others of the fleet, and she went up near where the Amoor river empties into the sea in Amoor Bay. She did not come out in time, and in trying to get out of the harbor was caught in the ice and imprisoned during the winter. When the ice began breaking up in the spring she was wrecked, but there were no lives lost."

The completion of the Atlantic cable and the success of the venture was a great shock alike to the Russian extension company and to the employees. When Mr. Harris was asked how he felt when the news was received to stop work and abandon the venture, he answered:

"How did I feel? I felt that I had lost my job! That was all that worried me about that time. I had a soft snap—nothing to do but to draw my pay when payday came around."

It was this great venture that afforded George Kennan, the noted lecturer and magazine writer, information and materials which have since made him wealthy and famous, and given him a place in the literature of America. He was with the party that worked from St. Petersburg across Siberia to Behring sea, locating a route for a railroad, as well as a route for the telegraph line.

In June, 1895, it was alleged to be the avowed intention of the Canadian Pacific Railway Company to acquire the old line. An Ottawa dispatch at that time read: "It is intended, so it is claimed, to repair the line and extend it to Forty Mile Creek on the Yukon, with branch lines to Sitka and Juneau. The prospective great development of the Cariboo gold mines will render the first part of the line a good business proposition, and its ultimate extension into the heart of Alaska is quite probable. Indeed, it is within the bounds of possibility that not so many years will elapse before the orginal idea of the projectors of the line is carried out. Behring sea is crossed, and a connection is made with the trans-Siberian line which will follow the great Siberian railway."

"A BACHELOR'S HONEYMOON" will be the bill at the Victoria theatre Friday and Saturday evenings, February 25 and 26. Although the title of the piece might be in a measure misleading to the uninitiated, it is perhaps well to note the fact that the gentleman upon whom the burden of responsibility falls is not a bachelor in fact, but that his name is Bachelor, and at the time he marries an actress he has grown-up daughters, the identity of whom he endeavors to conceals from his new spouse. This is the main thread of the story, though, of course, with that broad license allowed farce writers, Author Stapleton has introduced numerous other complications of an amusing character. The piece will be acted by a competent cast, the principal roles being assumed by George F. Nash, Robert Payton Gibbs, William Winter Jefferson, Volla McLeod, Virginia Jackson, Florence Milford and Nita Sykes.

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MOST PERFECT MADE.
A pure Grape Cream of Tartar Powder. Free from Ammonia, Alum or any other adulterant.
40 YEARS THE STANDARD.

AMERICAN OBSTRUCTION.

TO THE EDITOR:—As by treaty the navigation of the Stikine, the Yukon, and the Porcupine rivers is for all time open to British subjects, that is to say, the latter in order to reach their own waters and territory may pass through foreign intervening waters without let or hinderance so long as they do not touch or land on foreign soil, and as the United States government, with the direct object of blocking the all-Canadian route to the Yukon via Stikine river and Teslin lake, and to the evident advantage of the so-called "American" routes via Dyea and Skagway, have introduced legislation dictating upon what terms British vessels may enter and navigate the Stikine river (the penalty for infraction being the seizure and forfeiture of the vessel), is it not of vital importance that the federal authorities be at once memorialized in strong terms and requested to communicate with the Home government asking that as soon as navigation opens on the Stikine river a man-of-war be ordered north to protect British interests and see that the terms of the treaty are upheld. Measures of this kind would bring this matter to a head, and the Americans themselves would be to blame for introducing a "casus belli." It is the only way to deal with them in this matter; it is of no use temporizing any longer; the time for believing what they say and promise is long gone by, and we have recent examples of their officials at a distance from headquarters running things pretty well as it suited them.

In this connection it may be interesting to British Columbians to learn that on the 10th inst. in the Senate at Ottawa Senator Scott, a member of the present cabinet, made the statement that there was not an ocean harbor south of Prince of Wales Island, the southern point of the United States boundary, on the coast. What about Port Simpson harbor and others? Where were the hon. Senators from Victoria, B.C.? One was probably present as he had just finished speaking, but the other was not yet. Why did the former not correct his honorable friend's egregious error on this most important point in the geography of the British Columbia portion of the Pacific coast? There is no valid reason why Port Simpson should not be made the transshipping point for the Stikine until a through all-Canadian railroad is built from Alice Arm to Teslin Lake; ignorance on the part of our rulers does considerable harm and serves as a further incentive to Americans to place stumbling blocks in our way and to further their own interests. B.C.

Victoria, Feb. 21.

Hair Hints

It is much easier to keep the hair when you have it than it is to restore it when it's lost. If your hair is "coming out" it needs instant attention. The use of AYER'S HAIR VIGOR will promptly stop the hair from falling, and stimulate it to new growth.

"Some years ago my hair began to fall out and I became quite bald. I was advised to try

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A. D. DURNFORD, - - - Inspector.
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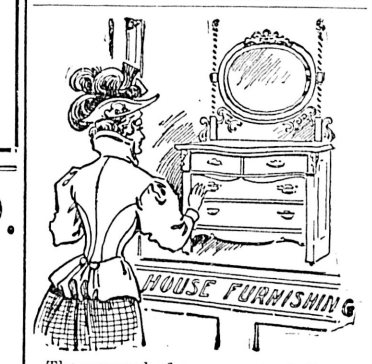
NOTICE

In the Matter of the Goods of Dora Son, Otherwise known as Maud Lord, Deceased, and in the Matter of the Official Administretor's Act.

Notice is hereby given that under an order dated the 9th day of February, 1898, made by Mr. Justice Drake, I the undersigned was directed to take possession of the estate of the above deceased, pending the application for administration of some person lawfully entitled so to do.

WM. MONTEITH,
Official Administrator.



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